

First of RFA's new tankers to be launched soon

TWO NEW large tankers being built for the Royal Fleet Auxiliary will each have the capacity to carry 15,000 tonnes of fuel to support Royal Navy task groups around the world.

The tankers, RFAs Wave Knight and Wave Ruler, are due to be launched by the end of September and in spring next year respectively. The former has been constructed in sections in shipyards around the country, and now stands whole at BAe Systems' yard at Barrow-in-Furness.

Wave Ruler has been built almost entirely at Govan Shipyard on the Clyde.

Both tankers have flight deck and

hangar facilities for Merlin helicopters and will be fitted with the Phalanx close-in weapons system. They are expected to enter service in 2002 and will replace the veteran tankers RFAs Olna and Olwen.

Olna, which first entered service 34 years ago, has been brought out of her state of extended readiness in Gibraltar to meet current needs. Her first task will be to take part in a Joint Maritime Exercise off Scotland, involving 25 ships from nine nations.

New landing ships for the RFA are also in the pipeline – with invitations to tender going out for the building of two ships of more than 10,000 tonnes each. Orders are

expected to be placed later this year.

All five of the RFA's current landing ships are being kept very busy. RFA Sir Geraint arrived back from a four-month deployment supporting Royal Navy minehunters in the Gulf, and then supported Army units taking part in the joint UK-US amphibious exercise Strong Virginian at Browndown in the Solent.

Her sister-ships, Sir Bedivere, Sir Tristram and Sir Percivale have been members of the Amphibious Ready Group off Sierra Leone (see pages 19-21), while the fifth ship, Sir Galahad, has been in the Baltic in a minehunter support role for multi-national exercises.



● An artist's impression of one of the two new tankers for the RFA.

Sheffield joins in 11-nation exercise

HMS SHEFFIELD has joined an 11-nation exercise in the Baltic which brings together 4,000 Servicemen, 50 ships and 20 aircraft of NATO and Partnership for Peace countries.

Nations taking part include Denmark, Estonia, Finland, France, Germany, Latvia, Lithuania, the Netherlands, Poland and the USA.

As well as involvement in the nine weeks of exercise, Sheffield is visiting seven countries in Scandinavia and Eastern Europe to promote the interests of British companies. Her ports of call include Kiel – for Kiel (Navy) Week – and St Petersburg. The Lord Mayor of Plymouth will join the ship in Kiel and remain on board until the ship visits Plymouth's twin city of Gdynia in Poland.

The Type 22 frigate sailed with 23 officer cadets on initial sea training. They were due to return to the UK via Stockholm, to be replaced by another group.

Before she left UK, Sheffield hosted three members of the House of Lords All Party Defence Study Group – Lords Vivian, Lyell and Luke – for a fact-finding visit.

Unofficial medals warning

SERVING and retired personnel are being reminded by the Ministry of Defence that Crown Servants in uniform may not wear any medal or decoration whose wear has not been authorised by the Queen.

A General Defence Council Instruction – No 84/00 – has been issued which says the rule includes foreign awards and unofficial medals such as the 'National Service Medal', 'Hong Kong Service Medal', 'BAOR Medal', 'Voluntary Service Medal', 'General Service Cross', 'Combatant Service Medal', 'Eastern Service Medal', 'Peace Medal', and 'Suez Canal Zone' medal.

First conscript

IN A REPORT on the unveiling of the Namsos memorial in this page of our June issue, due to a misunderstanding following on from a not entirely clear contribution, we incorrectly gave the name of the first man conscripted into the Navy in peacetime in 1939 as Harold Kirk. It was in fact John Gritten.

LOTTERY PROBE OVER CAVALIER REPAIRS ROW

LOTTERY Fund organisers have looked into allegations that over £1.3 million in grants to save Britain's only wartime destroyer are not being spent to preserve the ship properly, writes Anton Hanney.

HMS Cavalier received the National Lottery Heritage money so that she could be saved from the scrapyard, repaired, maintained and put on show at Chatham Historic Dockyard as part of a three-ship attraction.

She arrived there over a year ago. Now, following complaints from prominent campaigners who worked to save the ship, Senior Grants Officer Dr Michael Houghton confirmed to *Navy News* that he had been investigating the matter.

It is understood that the Fund's lawyers have studied a recent agreement between Chatham Historic Dockyard Trust and the ship's owners, HMS Cavalier Trust Ltd (HMCS), to whom the money was granted. However, a statement issued by Lottery Fund organisers is not critical of the way the ship is being kept.

Dr Houghton visited Cavalier in the light of complaints that she is not being properly maintained or displayed – and not kept as a memorial to wartime crew members who lost their lives in Britain's destroyers.

Among the critics is Cavalier veteran Sid Anning, former chairman of the HMS Cavalier Association, who was prominent in the two-year battle to save the vessel. He said that while little work had been carried out on the ship herself, £60,000 had been spent on laser lighting as the centrepiece of "an inauthentic World War II enactment which is more akin to Disneyland than a serious Naval artefact."

He also said the destroyer had been painted the wrong colour for her 1972 configuration – the last year of her service.

"Cavalier is a memorial to those who gave their tomorrow for our today, and should not be denigrated or demeaned in any way," said Mr Anning. He said the agreement between the Dockyard Trust and HMCS was not in the best interests of the ship.

He complained that the agreement had been entered into without consultation with the veterans group which he formerly chaired – HMS Cavalier Association. The document changed the composition of the Trustees of HMCS which effectively put it in the control of the Dockyard Trust.



● HMS Cavalier – 'not properly cared for, and painted the wrong colour'.

Adding his voice to the criticism is Ron Gregory, former Chief Executive of Rochester. He is also a former Trustee of the Historic Dockyard and former Project Coordinator for HMS Cavalier (Chatham) Consortium, the group which had been set up originally to effect the ship's rescue.

He told *Navy News* that the agreement between the Dockyard Trust and HMCS was "totally one-sided" in favour of the dockyard. "It places the onus on HMCS to come up with the money to carry out the maintenance and preservation work, and if Chatham Dockyard Trust aren't happy with things, they can simply give 12 months notice for HMCS to quit the dockyard."

"This is not the long-term solu-

tion the Heritage Lottery Fund approved. HMS Cavalier is sadly deteriorating from a lack of care and proper maintenance."

However, the statement by the Lottery Fund organisers, issued as *Navy News* went to press, pointed out that not all the work was readily visible. The internal lighting system and power supply were back in working order, allowing many compartments to be seen properly for the first time.

That also provided safe access for Chatham Historic Dockyard Trust's shipkeeper and volunteer working parties, permitting further progress to be made this season for limited access to some areas below the main deck, probably in time for the summer school holidays.

Over the winter the Trust intended to continue work to increase access.

The Lottery Fund understands that the Trust intends to submit another application for funding to them in the next few months, to undertake restoration work to the superstructure, as well as to provide a memorial.

The Historic Dockyard Trust also issued a statement saying that no funds raised for HMS Cavalier had been used for any other purpose and that the costs of the shoreside interpretation programme had been paid for by the Trust supported by separate grants from the Lottery Fund and Medway Council.

Plans for a memorial were progressing and the first meeting of a steering group chaired by the Dean of Rochester was imminent.

Kosovo showed 'stretch' ease-up must go on

WHILE the performance of British Service people in the Kosovo campaign was "superb", the Ministry of Defence has said, in the light of the lessons learned, that work must continue to alleviate overstretch in the Armed Forces.

MOD acknowledges that though levels of operational commitment have much reduced since the peak reached a year ago, there is a need to focus on the key 'Policy for People' issues, making progress towards manning balance in all three Services, and investing in and valuing Service personnel and their families.

Following publication of the Lessons Learned report, Defence Secretary Geoff Hoon said many of the changes necessary had been implemented, and work was in hand to improve secure communications and precision attack capabilities.

Chapter 9 of the report deals with maritime operations. HMS Splendid played a significant and successful role, and the carrier HMS Invincible, with the US and French carriers, demonstrated "remarkable flexibility" and the ability to deliver air power where airfields were in short supply or unavailable.

HMS Somerset's operation as escort to the French carrier Foch is seen as having broken new ground in Anglo-French co-operation.

Referring to the operation to clear jettisoned ordnance from the Adriatic in the aftermath of the bombing, the report highlights HMS Sandown as being the only NATO minehunter, for much of the operation, capable of deep-water disposals.

The RFA is noted as playing an important role in sustaining British forces, including the months-long deployment of the strategic lift ships RFA Sea Centurion and Sea Crusader.

Black Duke returns from Gulf successes

HMS MONMOUTH was due to return to Devonport as *Navy News* went to press, following a successful deployment to the Gulf in support of UN sanctions against Iraq.

The Type 23 frigate – nicknamed The Black Duke – visited Muscat in Oman after her successes in seizing alleged oil-smuggling ships in the northern Gulf.

Her activities have also included multi-national exercises with Kuwaiti, UAE and US Navy forces to improve inter-operability. Examples of the evolutions conducted were the first deck landing by a Qatari helicopter and the first full replenishment at sea by the United Arab Emirates Navy.

Monmouth has been relieved on station by her sister-ship, HMS Marlborough.

MN Reserve disbanded after 11 years

THE MERCHANT Navy Reserve has been disbanded after 11 years of existence.

Its purpose was to provide a pool of experienced British merchant seamen to augment crews of British merchant vessels in times of tension or war. But now that the Cold War is over, the MNR is no longer needed, says the Ministry of Defence.

The 1,000 members of the MNR will be invited to join the RNR, though the Government retains the power to re-establish the MN Reserve if it is needed.

Landing craft service for 1982 war dead

A SERVICE commemorating the Falklands War dead was held on board a landing craft from the assault ship HMS Fearless on May 31.

The service is held annually to remember those who gave their lives during the conflict in 1982 – especially six personnel from HMS Fearless who were killed when Landing Craft Foxtro 4 came under attack.

The service this year was conducted by Father Charles Howard, and a wreath laid by Cpl Tich Cruden, one of the two men in Foxtro 4 who survived the attack.



● Families and friends of HMS Cardiff wave the ship off from Portsmouth as she leaves for a five-month deployment to the western Atlantic and Caribbean. Her first port of call was Florida from where she was due to exercise with the US Coast Guard.



DAEDALUS UNVEILED

THE PRINCE of Wales has unveiled a new memorial dedicated to the 6,000 men and women who lost their lives on active service with the Fleet Air Arm and Royal Naval Air Service.

The Prince was accompanied by the Duke of York – both are Naval pilots – with the First Sea Lord, Admiral Sir Michael Boyce and the president of the FAA Memorial Trust Committee, Admiral of the Fleet Sir Benjamin Bathurst.

The ceremony in Victoria Embankment Gardens by the MOD Main Building in London was watched by thousands of FAA veterans, widows and relatives.

The memorial, a bronze figure of Daedalus, the ingenious craftsman of Greek legend who created wings to escape King Minos of Crete, was designed by Royal Academy artist and sculptor James Butler in association with London-based architects Trehearne & Norman.

Following the service conducted by the Chaplain of the Fleet, the Ven Simon Golding, there was a fly-past salute along the Thames by three Sea King helicopters from 810, 849 and 771 Naval Air Squadrons.

● **IN REMEMBRANCE:** L-R Don Bunce, Edgar Lee and Pat Kingsmill were among the Fleet Air Arm veterans who attended the unveiling of the memorial in Victoria Embankment Gardens.

From little acorns . . .

LAUNCHING the 'Meet Your Navy' round-Britain tour at Chatham Navy Days, First Sea Lord Admiral Sir Michael Boyce autographs Emily Beaumont-McAllen's plaster-cast arm.

Emily was visiting the Historic Dockyard with a party from Brompton Westbrook School, where an oak tree sapling was planted by Lt Chris Saunders of HMS Cumberland. Over 100 more will be planted throughout Britain as part of a millennium year initiative by the Navy.

Said Admiral Boyce: "It is no exaggeration to say that the reputation of the Royal Navy is founded on British oak – many of our most famous ships were built of oak taken from our forests."

"So I am delighted to support this initiative to plant more of these magnificent trees for future generations to enjoy."

□ See also page 12.

'Fairness and decency for all'

Equality: barriers that still remain

THE NAVY and the Civil Service have "a mountain to climb" to meet their equal opportunities targets, says Second Sea Lord and C-in-C Naval Home Command Vice Admiral Peter Spencer.

In a keynote address to a conference at HMS Dryad of all his Flag Officers, commanding officers and senior line managers, he called for "a vigorous pursuit of diversity".

While acknowledging the Command's recent achievements in this field, such as the British Diversity Awards of 1998 and 1999, Admiral Spencer urged delegates not to dwell on past successes but to look to the future.

"Words have to be turned into action so we can turn policy and hard work in to results, and we still have a mountain to climb," he said.

"We are a world-class Navy because of the operational expertise and the extraordinarily high quality of our men and women. Our people are the greatest single factor and they must be treated as such."

The overriding priority for all leaders was to ensure "fairness and decency for all". Respect for each individual was paramount and no forms of harassment or bullying would be tolerated.

In what Admiral Spencer intro-

duced as "warts and all" presentations, delegates heard speakers from the Commission for Racial Equality and the Equal Opportunities Commission say that more needed to be done in attracting greater numbers of the ethnic minorities and women into the Navy.

Equal Opportunities Commissioner Jenny Watson, who has a special responsibility for the Armed Forces, said that since the Navy had set up its Sexual Harassment Helpline, the number of calls to the Commission from women in the Service had dramatically reduced.

And since the ban on homosexuals in the Armed Forces had been lifted "the skies have not fallen in".

"By breaking down those barriers that remain you will attract a far wider pool of top quality personnel," she said. "Your code of practice emphasises the importance of treating all colleagues with respect. Respect for others is of course fundamental to the concept of equal opportunities. It is also a key working principle for any effective team."



'Green shoots of recovery' amid public ignorance

PUBLIC perception of the shipping industry has lately slipped from "peripheral knowledge to woeful ignorance" the Marine Society has warned.

Speaking at its 228th Annual Court of Governors, former Lloyd's List Editor Michael Grey said that while shipping had become a safer and more precise industry, there was all the more need to celebrate its achievements.

"In the 1950s every school child knew about the biggest ships, the fastest liners and so on," he said. "But now the only one that comes to mind is an early 20th century technical failure – the Titanic."

There was also alarm at the ageing population of seafarers. Young people needed to be alerted to the "astonishingly long term prospects" of a maritime career while employers must lose their preoccupation with cheap labour.

Lord Greenway, the Society's Chairman, said the Government's announcement of measures to attract ships back onto the British register had been warmly welcomed, as had the introduction of a beneficial tonnage-based corporation tax regime this year.

"Linked to a commitment by

shipping companies to increase the recruitment and training of British officers and ratings, it is hoped this 'tonnage tax', together with other wide-ranging proposals announced in 1998, will at last lead to a reversal of the alarming decline in seafarer numbers of recent years.

"Already the green shoots of recovery are beginning to appear, with increased emphasis on recruiting and the introduction of innovative training schemes, including graduate schemes, designed to attract a wider cross section of young people to careers at sea and in the maritime sector as a whole."

"However, these have yet to translate into increased numbers of seafarers and it remains to be seen whether the fine words will be effectively put into practice in the coming year."

Open for music

THE ROYAL Marines School of Music holds its Open Day spectacular with prize-giving and Beat Retreat at Portsmouth Guildhall on August 3. Tel 02392 824355 for tickets.

JACK ET JACQUES

La Dernière Chanson de Grande-Tante Bernadette

(À bord de FS Aconit, dans la Golfe de Thailand, très early dans le matin)

"Ahhh, rien de rien! Non, je ne r-r-regrette r-r-rien!"
"Vous regretterez plenty, si vous n'arrêtez pas de chanter cette terrible chanson, Jacques, je suis tellin' vous straight! Jésus a pleuré – ma bouche, c'est comme l'intérieur d'une cage d'un perroquet . . . Quelle heure est-il, anyway?"

"Il est cinq heures et demie d'un beau matin, Jack! Et c'est une chanson classique! Par Edith Piaf, qui est morte, assez jeune, après une vie tragique!"

"Yeah – assassinée par quelqu'un qui aimait la bonne musique, je crois . . . Merde, mais vous êtes de bonne humeur ce matin, Jacques – et pourquoi?"

"Ma grande-tante Bernadette, elle est aussi morte, Jack – c'est pourquoi."

"Vous chantez parce que votre great aunty est morte, Jacques? Ce n'est pas très gentil."

"Elle a eu quatre-vingt-douze ans, Jack. Ce n'est pas une tragédie."

"Mmm . . . Une morte soudaine, j'espère? Pas d'une maladie prolongée?"

"Très soudaine, Jack, oui. Au champ de courses. Son cheval, il est arrivé premier à cinquante to one – et le choc, hélas, c'était trop. Ses mots finals – après qu'elle a pris une dernière drag sur son cigare – ils étaient: "Je ne regrette rien. Donnez mes winnings à mon grand-neveu favori Jacques. Il est un bon garçon."

"Non! Vraiment? C'est très touchant, Jacques. Pardon, je suis tout à coup un peu émotif – donnez moi un Kleenex, vite!"

"Le voici. Je suis désolé, really. Mais j'ai un problème, Jack – je n'ai aucune idée 'ow to spend le dosh. Je voudrais quelque chose appropriée à sa mémoire, vous comprenez?"

"Chantez pour moi une de vos chansons charmantes d'Edith Piaf, Jacques, et je vais y réfléchir . . . Ah, bien sûr – 'ow about une autre bon run ashore?"



Illustrations par TUGO





● Red, blue and white: HMS Kent sails under the Blue Ensign before she was accepted into the Navy.



Author calls on namesake

AN EARLY visitor to HMS Kent was the author Douglas Reeman – who also writes under the pen name Alexander Kent.

Reeman presented the frigate's fledgling library with copies of books written under his own name, featuring 20th century Naval stories, as well as the Bolitho series, set in Napoleonic times.

The writer was welcomed on board by Cdr John Clink, the Commanding Officer of the frigate.

Princess pays visit to her Duke

SHIP'S sponsor Princess Alexandra, who launched HMS Kent two years ago, returned to the frigate for the commissioning ceremony.

The traditional commissioning cake was cut by Mrs Jacqueline Clink, wife of the ship's Commanding Officer, Cdr John Clink, and the youngest rating, 17-year-old MEM Chris Peden.

The following day saw the ship briefly at sea for Families Day, when children were entertained by a sea-going clown, Crazy Spice.

The frigate, the 14th of her class of 16, now faces a series of weapons trials and training which will see her ready to undertake her first deployment by the latter part of next year.

Before that she has a number of other engagements, including an appearance at the Dutch Navy Days in Den Helder, from July 14-17, and a visit to the northern Spanish city of Santander later in the month – the first foreign visits by the ship.

All change for frigate

IT HAS been a case of all change for HMS Kent in her short life – culminating in a hectic week of high-profile activities.

The first major warship to join the Fleet in the new Millennium, Kent has been undergoing intensive training with Flag Officer Sea Training in Devonport.

But she was back in Portsmouth for her commissioning, and was able to undertake a couple of additional tasks as well.

She hosted a party of civic dignitaries and guests in Southampton during the city's Seawings 2000 festival, celebrating the area's heritage in maritime aircraft.

The short trip to Southampton was an attractive proposition to the ship's company as it gave them a valuable mini-shakedown.

At around the same time the first shots were being filmed by camera crews from Bazal, who produce the *Changing Rooms* programme for BBC TV.

Presenters Anna Ryder-Richardson and Linda Barker were tasked with altering the living space in two junior rates' messes – Sandwich, a mess for 18 women, and Margate, used by 42 men.

The two rooms were out of bounds during filming, although the associated sleeping quarters continued to be used.

The chief architects of the changes were LPT Neil Howe, MEM Taff Thomas, WSTD Louise Bawden and WMEM Emma Grant, although, as the ship's public relations officer Cdr Lee Heritage pointed out, there were some fairly strict rules.

"The messes are used by a fair number of people, so there was no question of anything outlandish being done," said Cdr Heritage.

"In one case, there could be 300-400 people over the next few years, who would have to live with the consequences."

"And there were also strict rules

over material, which had to be agreed and supplied by the Admiralty – no use of MDF, for example, and no alterations which would affect equipment."

The men ended up with a 50s-style American diner, and the women's mess was given a 60s feel.

The final result will not be shown on television for several months, but a Navy spokeswoman said she understood that, on balance, the exercise was deemed a success.

"The ship's company as a whole enjoyed the project and are

pleased with the results," the spokeswoman said.

"But it is inevitable that the finished designs won't appeal to every single member of the messes."

Meanwhile, as filming continued, preparations were nearing completion for the ship's commissioning ceremony on the new Victory Jetty.

The frigate is believed to be the first warship to have sailed under all three ensigns – red when she left the builders, blue under new Government rules before she was handed over to the Navy, and

white when she was accepted by the Admiralty.

She is also one of only two "royal" Duke-class ships.

The Duke of Kent is a member of the Royal Family, as is the Duke of Lancaster – one of the Queen's official titles.

Sailors stroll down the Old Kent Road

ALTHOUGH HMS Kent is a Duke-class ship, not a County-class, she has still developed strong ties with the Garden of England.

She has affiliations with Kent County Council, and with the Kent County Association, which gives her wide scope for becoming involved in communities across the county.

As an acknowledgement of the county's traditions, the frigate sported a 4ft sprig of holmoak on her foremast – a practice which dates back hundreds of years for vessels plying the Medway.

However, it was not felt appropriate to revive another old custom, of painting the bows green – not even with the *Changing Rooms* team on board.

Another tradition – of naming the main thoroughfares on the ship – was achieved with the help of the Borough of Southwark in London.

While he was Senior Naval Officer of the new ship – essentially the Commanding Officer while she was in build – Cdr Lee Heritage noticed a picture of the previous HMS Kent which showed an Old Kent Road sign being unveiled on board.

Cdr Heritage contacted the Mayor of Southwark at the time, Cllr Charles Cherrill, who donated Old Kent Road and New Kent Road signs, and visited the ship in Portsmouth to see the signs in place.

The Commanding Officer of

HMS Kent, Cdr John Clink, said: "It's important to maintain the links and associations that our predecessor had."

"My ship's company don't just go along 2 Deck any more."

"They walk along the Old Kent Road, which does make a difference."

City firefighters revive old custom

FIREFIGHTERS from a Southampton fire station have revived an old tradition of exchanging plaques with ships visiting Southampton – and HMS Kent was the first ship to participate.

Firecrews from the St Mary's station, who provide fire and rescue services for ships alongside or in the Solent area, visited the Type 23 frigate.

CPO Andy Gatherer, in charge of the ship's firefighting teams, gave the crews a

guided tour, including a look at firefighting and damage control equipment.

Andy said: "Fire on board any ship can have catastrophic consequences, and it is reassuring to know we have Hampshire Fire and Rescue Service ready to provide assistance while we are alongside."

The plaque from HMS Kent will join the fire station's extensive collection, which includes items from HMS Hood, RMS Queen Mary, Canberra and the QE2.

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● Sign of the times: The Mayor and Mayoress of Southwark, Charles and Josie Cherrill, with the Mayor's personal assistant Sonia Sutton, on board HMS Kent in Portsmouth.



Fort Austin provides stores and much more

IF THE Royal Navy is involved in an operation somewhere in the world, the chances are that a ship of the Royal Fleet Auxiliary will also be there.

And one RFA ship which has been in the thick of the action is Fort Austin, recently with the Amphibious Ready Group off the coast of Sierra Leone.

Fort Austin's role is to replenish Royal Navy ships – and warships of allies if necessary – with dry stores such as food, spare parts and ammunition.

This is normally achieved while both ships are under way using a RAS (replenishment at sea) rig, based on a heavy jackstay.

Fort Austin and her "customer" steam side-by-side while the stores are transferred by cable, a complex and skilled task made even more difficult when the manoeuvre must be done in poor weather or at night.

The size of the ship's company varies, depending on her particular role, but in general it comprises 105 officers and ratings from the

BATTLE HONOUR
South Atlantic ...1982

RFA – all civilians – 30 more civilians from the RNSTS (Royal Naval Supply and Transport Service) and up to 45 members of the Royal Navy, if a flight of helicopters from a Naval Air Squadron is embarked.

Fort Austin has hangar space for four aircraft up to the size of a Sea King. She is fitted with a large conventional flight deck aft, and an auxiliary flight deck on top of the hangar.

She is thus regarded by Navy programmers as a 'force multiplier', operating independently as an additional helicopter carrier, and thus has considerable input in anti-submarine or amphibious assault roles.

● **Flying operations:** Royal Fleet Auxiliary store ship Fort Austin with Royal Navy Sea King in attendance.

The helicopters and flight deck facilities can also be used as part of the replenishment procedure, using Sea Kings as flying cranes to ferry supplies from ship to ship.

This is known as a VERTREP (vertical replenishment), and means several ships can be restored at one time without the need for them to draw alongside.

Completed in 1979, RFA Fort Austin won a Battle Honour in the Falklands War, and also served during the Gulf War.

More recently she operated extensively with units of the Royal Navy in the Adriatic, in support of United Nations and NATO activities in former Yugoslavia.



Facts and figures

Class: Auxiliary Fleet Support Helicopter (Stores Ship)
Pennant number: A386
Builder: Scotts
Launched: March 9, 1978
Commissioned: May 11, 1979
Displacement: 23,482 tonnes full load
Length: 185.1 metres
Beam: 24 metres

Draught: 9 metres
Speed: 22 knots
Lloyds Classification: +100A1 Ice Class 3
Complement: 105 plus 30 civilian supply staff plus up to 45 RN
Main machinery: One Sulzer 8 RND90 diesel, one shaft; bow thrusters

Radars: Navigation: Kelvin Hughes Type 1007; I-band
Weapons: Oerlikon 20mm guns, 7.62mm machine guns
Cargo capacity: 3,500 tonnes armament, naval and victualling stores in four holds
Aircraft: Hangar space for up to four Sea Kings

AIRCRAFT OF THE ROYAL NAVY No 45



● A Short 184 – the first aircraft to torpedo and sink an enemy ship at sea.

Short 184 Seaplane

AS WITH the Swordfish in World War II, the Short 184 was a torpedo bomber which was noted for its sturdiness and reliability in almost every theatre of the Kaiser's war.

It became the first aircraft in the world to sink an enemy ship at sea by torpedo: on August 12, 1915, during the Dardanelles campaign, a 184 torpedoed and sank a Turkish ship in the Gulf of Xeros. Five days later the pilot, Cdr C. H. K. Edmonds, repeated the feat by torpedoing a large steamer.

Pioneering advocate of the concept of air-launched torpedo attack, Commodore Murray Sueter, was behind the creation of the 184.

A 14in Whitehead torpedo was dropped from a Short seaplane in an experiment days before the outbreak of war. He discussed his plans with Short Brothers, which resulted in the 184 powered, at first, by a 225hp Sunbeam engine.

More than 650 Short 184s were built, and in

home waters took part in a night bombing raid on Ostend and Zeebrugge and conducted anti-submarine patrols. In another pioneering sortie, Lt F. J. Rutland flew from the seaplane carrier HMS Engadine and, under fire, reported the position of enemy ships to Beatty's battle-cruisers during the Battle of Jutland.

The ubiquitous seaplanes also served in the Mediterranean, the Aegean, the Red Sea and Mesopotamia, and served with 12 seaplane carriers.

The Short 184's engine was progressively increased in power, up to 275hp, 300 of the aircraft still being in service by the end of the war.

Performance, with a 260hp Sunbeam engine, was 88mph at 2,000ft to which the 184 could climb in 8.5 minutes. Endurance was 2.75 hours and service ceiling was 9,000ft. Up to 520lb bombs could be carried instead of a torpedo, and the observer in the two-seat aircraft was armed with a flexibly-mounted Lewis machine-gun.

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Letters



Jack

BY TUB



Tony must return

IN THE *Mail on Sunday* there was a report that Tony Wong, one of our best known laundrymen, is not able to gain UK citizenship after almost 30 years' service to the RN.

This man has selflessly devoted his whole life in the service of his Navy shipmates, he has never scrounged from the state, has married an English woman and settled with his daughter in Plymouth. He even served at war, during the Falklands conflict in 1982.

Many of your readers will be disappointed to hear that Tony now has to return to Hong Kong. — CPOMA Kevin Mitchell

It has since been reported that Mr Wong has won a 12-month reprieve. — Ed

Song of Aconit

THE LETTER on FFS Aconit (April issue) brought back a poignant memory for me.

On March 14, 1943 I was a young OD in HMS Middleton, recently arrived at Gourock from Scapa, where we were ordered to take Aconit's lines as she came alongside the jetty.

She had patently been in action as her stem was bent back — from the ramming of U-432. No sooner had she secured than a group of blindfolded U-boat survivors were bundled onto the deck from a hatch and hustled ashore with scant ceremony.

A short while later a capless RN officer and a handful of ratings left the ship and quietly assembled on the quay — the pitifully few survivors of HMS Harvester. — M. Alston, Maidenhead.

THE L/ASDIC rating aboard the Aconit was English — Buck Ryan, I believe. He joined our ship HMS Myosotis soon after.

He was then notified that he had been awarded the Croix de Guerre and DSM for his part in the sinking of the two submarines.

He taught me the current French hit 'Chet-en-Dret' which we would sing together at the Fleet Club in Alexandria. — G. W. Huff, Burnham-on-Crouch, Essex.

Marine scored historic double at Trafalgar and Waterloo

REGARDING "Sharpe's Trafalgar" (May issue), in your review of the novel you ask if any other men served at both Trafalgar and Waterloo.

Quite correctly, Bernard Cornwell makes mention of General Don Miguel de Alava, but there is in fact one other, not a soldier nor a sailor, but a Royal Marine.

He was Lt Gen Thomas Wearing, Royal Marine Light Infantry. At Trafalgar Wearing served as a 2nd Lieutenant aboard HMS Conqueror, 74 guns, and during her engagement with the French flagship Bucentaure he was wounded. HMS Conqueror went on to play a prominent role as the battle progressed, and at the termination of the action she took the Bucentaure as a prize in tow. During the great storm that followed the battle most of the prizes were lost, Bucentaure being one of them.

After Trafalgar Wearing was constantly employed at sea in a variety of ships. Whilst still serving in HMS Conqueror, Wearing participated in the landing of Sir Arthur Wellesley's expeditionary force at the mouth of the Mondego river in Portugal on August 1, 1808.

It was following Napoleon's escape from Elba that Wearing completed an historic "double", when he was employed in carrying despatches from the Fleet to the Duke of Wellington, arriving on the field of Waterloo on the evening of June 18, 1815.

Wearing died on May 19, 1863 in his 75th year, having reached the rank of Lieutenant General and still on full pay. He is buried in the cemetery of St Marychurch Parish Church, Torquay, Devon. His story is to be found in *The Journal of the Orders and Medals Research*

Society, Winter 1998, Vol 37, No 4. — R. Lamb, Buckfastleigh, South Devon.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

Sitting ducks that were missed by the media

OUR Association held a dedication ceremony of a memorial to all those who lost their lives serving in the Algerine-class Fleet minesweepers who swept the way for every invasion of World War II from D-Day onwards in all the theatres of war.

This was ignored by the media (though not by *Navy News*, see June issue — Ed). I am aware that there were other sweepers at work all over the place but the Algerines were the largest class by far (110 ships) and the most successful. I hear talk of the "Forgotten Fleet" and I now know how they feel. They seem to be the "Forgotten Ships" and yet no one dared enter mined areas until they had been in and cleared those nasty round black explosive things laid in their thousands by the enemy.

Please remember the minesweepers who tiptoed in, waiting to be shot at and not able to turn and run because of sweeping gear being towed at slow speed.

We were sitting ducks at all times with no protection other than a four inch gun and four Oerlikons or Bofors and no armour plating. Some of the other classes had even less!

Our memorial at Governors Green, Portsmouth, with 12 trees for the 12 wartime Algerine flotillas and the stone at Port Edgar on the site of HMS Lochinvar will remember all those who died in minesweepers, but to be ignored hurts!

— R. Allum, ex-HMS Bramble, Whitchurch, Hants

Inspired by grandad

I READ with interest in my youngest son's copy of *Navy News* an article on the World War II destroyer HMS Kipling.

My father, David Wilkinson, served as a lieutenant under Capt Sir Aubrey St Clair-Ford in the ship's latter days. After she was sunk he was rescued by HMS Kelly, having been in the sea for several hours.

At the age of 86 he still enjoys

telling stories about his time in the Royal Navy and as a result of his reminiscences my son has decided on a career in the Navy, once he has graduated from Warwick University where he is reading Chemistry.

I do hope that you continue to publish articles on past events, as there is certainly one octogenarian and a teenager who enjoy reading your paper and in particular articles concerning World War II. — Mrs J. Hall, Bridgnorth, Shropshire.

Cheers, Nancy!

THE LETTER about Lady Astor (April edition) took me back to the same year when, in Naval uniform, at a charity show, I bid against Nancy to win a basket of strawberries.

That same evening at a dance in the Plymouth Guildhall, I was shocked by the loud voice of Nancy Astor announcing "There's the rogue that stole my strawberries!"

I became the centre of the hush, with all eyes upon me.

The Astors were an asset to Plymouth. They built a large modern working class housing complex close to where I lived, but there was not a single pub in the area. Nancy was strongly opposed to drink. Unknowingly, she was a great friend to our family, in that we owned the only licensed property in the area — an off-licence.

Incidentally, Lady Astor was not the first woman MP in Britain, but she was the first to take her seat. The first elected was Countess Constance Markievicz in 1916. She was an Irish Sinn Féiner, who with others refused to go to Parliament. — Harry Jenkins, Victoria, British Columbia, Canada.

I was Chaplet's mystery egg poacher

SOMETHING has been playing on my mind for many years and I would like to get it off my chest.

It concerns an incident aboard HMS Chaplet (pictured below) during "Cyprus Patrol" duties. The exact date I cannot remember. I was on more than one occasion seen in the galley boiling an egg for my breakfast. I was asked

by my junior R.E.M. as to where I managed to procure the said egg. I had been quietly and secretly obtaining the cackleberries from the Wardroom fridge which was situated on a small flat by the E.M.R. room.

The fridge did have a stop with a padlock around it to foil any would-be "help yourself bosuns" from

hijacking the contents which were unsuitable for lower ranks. However, the door could still be opened, just enough to be able to filch an egg now and then.

As a rating of some cunning learned from a noble three-badge Dabtoe name of Dinger Bell, I realised that these cackleberries would sooner or later be missed. I had

refused to tell of how and where I got them many times, but an inner voice whispered that it was time to call it a day. I decided to disclose the secret of the egg poaching to my junior shipmate, Eric Jupp, in return for a couple of tots.

Eric should be thankful to me for the enlightenment he duly received as a great hairy hand locked on to his one, which was protruding through the very same scuttle I had been accessing the eggs from!

The plan had worked, I got the eggs, he got egg all over his face! I would like to apologise to you Eric, if you read this letter mate, for the dastardly trick I played on you. I beg your forgiveness. I will now be able to sleep peacefully in my pit at night, having unburdened my guilt. — D. Broadbent, Christchurch, New Zealand



No. 552 47th year

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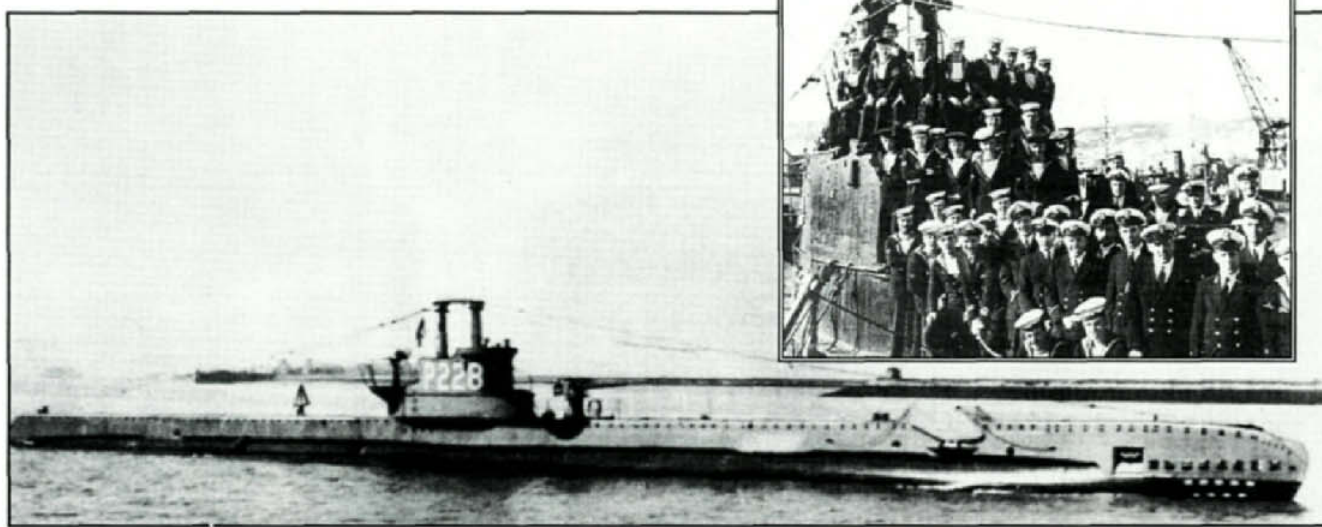
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SPLENDID'S STORY NEEDS TELLING AGAIN



IN a Radio 4 programme on Remembrance Day 1999 the BBC broadcast, without my knowledge, let alone concurrence, my description of the depth-charging of HM submarine Splendid in the Mediterranean in 1943.

Without saying so, it was read by an actor, and the impression given that I, the submarine's captain, was taking part in, and was therefore a party to and approved of the programme.

The presenter then stated, falsely, that the crew survived, when in fact 18 out of the 48 of us were killed or mortally wounded by gunfire from the German destroyer Hermes.

Given that the purpose of Remembrance Day is to honour those who gave their lives in war, it was grossly insensitive of the BBC to select for mention a submarine's crew who survived, although in reality not all of us did, a truth known to any of the relatives or friends both of those lost and of the survivors who may have heard the broadcast. – Vice Admiral Sir Ian McGeoch, Bury St Edmunds

● From Navy News' files: HMS Splendid with (inset) her CO, Lt Ian McGeoch, front row, fourth left, and his crew, 18 of whom were killed when the boat was attacked by the German destroyer Hermes. The rest were taken prisoner – McGeoch later escaping through Italy, Switzerland, occupied France (with the help of the French Resistance) and Spain to Gibraltar.

Wrecks still easy target for 'sports divers'

WITH REFERENCE to "A7 sub theft caution" (May issue), I should like to clear up one or two issues, lest the public be misled by the comments of the MOD.

To begin with, the diver mentioned, under current laws was legally entitled to remove the compass binnacle (or any other items) from the submarine.

Truth be known, it was only after removing the item and not reporting his find to the Receiver of Wrecks that he left himself open for prosecution. In reality, at present any diver can remove any artefact from any undersea War Grave without contravening our present wholly unsatisfactory maritime laws.

Nevertheless, there is legislation available to curtail such actions of British Nationals, though sadly, at this juncture, it is gathering dust in some dark cupboard within the confines of MOD.

This protection, known as the Protection of Military Remains Act 1986, was rather misleadingly mentioned by a spokesperson for the MOD, claiming that A7 fell under this Act.

I wish to put the record straight on this point: the public must be aware that since the Act's inception in September 1986 not one military vessel has been designated for protection under it.

Recently, the Prince of Wales and Repulse Survivors Association received news that another propeller has been removed/stolen from the battlecruiser (one was also stolen in the 1970s, two remain). Consequently the current situation of lack of protection and/or respect for undersea War Graves was aptly described by Marion McQuaide of the MOD during an interview in the May edition of *Diver* magazine.

When asked to cite examples of major Naval wrecks that have been disturbed, she is quoted as stating: "It is more a case of naming the few that haven't been."

All of this has led to the Association deciding to make a formal application to the MOD for their ships to be considered for protection under the 1986 Act.

I strongly implore other associations to follow their lead. It is time to call a halt to some sports divers' deplorable actions. – **Alan Matthews**, Member of Friends of War Memorials and associate member of Prince of Wales and Repulse Survivors Association.

Little Ship tribute

To the First Sea Lord, Admiral Sir Michael Boyce:

AS you are no doubt aware, the 60th Anniversary Return of the Little Ships to Dunkirk would appear to have been a great success.

As I said in my broadcast to HMS Somerset and the rest of the fleet as we approached Ramsgate on Monday, June 5, it would have been impossible for us even to contemplate that venture without the support of the Royal Navy.

HMS Somerset, Puncher and Dasher (the latter two fast patrol craft manned by university students) executed their difficult roles impeccably, thereby earning the unqualified gratitude and admiration of everyone at sea in our ADLS flotilla.

In his reply to my broadcast, Cdr Paddy McAlpine was kind enough to say that he, his officers and ship's company and those of the other warships had enjoyed our company.

The tour de force came when, in her final farewell off Ramsgate, HMS Somerset fired us a salute. Frankly I was deeply moved. Please accept from all my friends of this Association our deep appreciation and gratitude. – **Raymond Baxter**, Hon Admiral, ADLS, Henley-on-Thames.

Merci bien

MAY I say how much I enjoy the Jack et Jacques column?

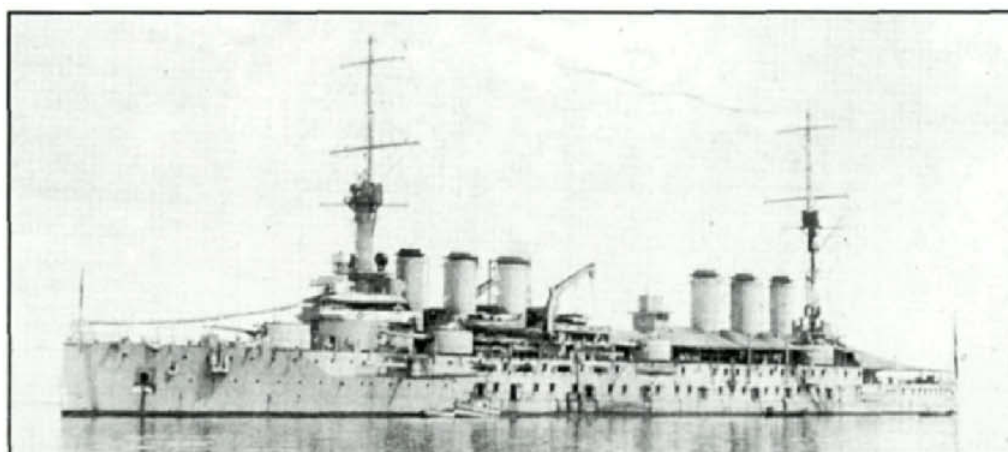
"Enjoy" is an understatement. I turn to it as soon as the paper arrives, anticipating a jolly good laugh!

Long may the writer continue to entertain, combining Franglais with the much-loved sailor's humour.

My grandson eagerly awaits his Gang Plank Club news each month so we are both well pleased. Thank you! – **Margaret Marks**, Bromborough, Wirral.



Letters



Chinese puzzler from Bill

SEVERAL times I have guessed your 'Mystery Ship' – here's one of my own to puzzle your readers. Some clues – she's French, at Shanghai 1934-37. – **Bill Simmons**, Rosyth

Man of Lewis, man of action

THERE can be few matelots who saw so much war action at sea as Roderick MacLeod, of the Isle of Lewis, Western Isles.

It would appear he joined the Navy around 1885. In 1892 he was in HMS Hyacinth when she made the 63-day passage, under sail, from Coquimbo to Esquimalt. I believe she was the last British warship under sail.

In 1896 he was in action in Crete during the Turkish conflict; in 1898, in action in Egypt during the Khartoum campaign; in 1900, in action in China during the Boxer Rebellion; in action in South Africa during the Boer War; and in World War I he was gunnery instructor in the auxiliary cruiser HMS Orama.

I believe this ship had 80 Islands Naval Reservists in her complement.

In World War II, Roderick served in the Royal Navy and Merchant Navy. For his service he received a special certificate from Admiral Sir Max Horton, Commander-in-Chief Western Approaches. – **Donald J. MacLeod** (no relation), Bridge of Don, Aberdeen

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Navy veterans signal intent over Enigma film

NAVY veterans have approached a cinema chain to ensure moviegoers get the correct facts about the capture of Enigma material.

Members of Beccles branch of the Royal Naval Association were disappointed that the Hollywood film *U-571* depicted Americans snatching a German Enigma device, as the vital events on which the film is based involved RN vessels.

The only incident involving Americans took place in 1944, and had no significant effect on the war effort.

At present, the only reference to America's allies in the film is a credit at the end, "by which time most people will have left the cinema and will not, therefore, see it," said Beccles branch secretary Geoff Richards.

They have asked Odeon Cinemas to project a message before each screening of the film, outlining Royal Navy involvement in the actual events.

Navy News was unable to obtain a com-

ment from Odeon Cinemas.

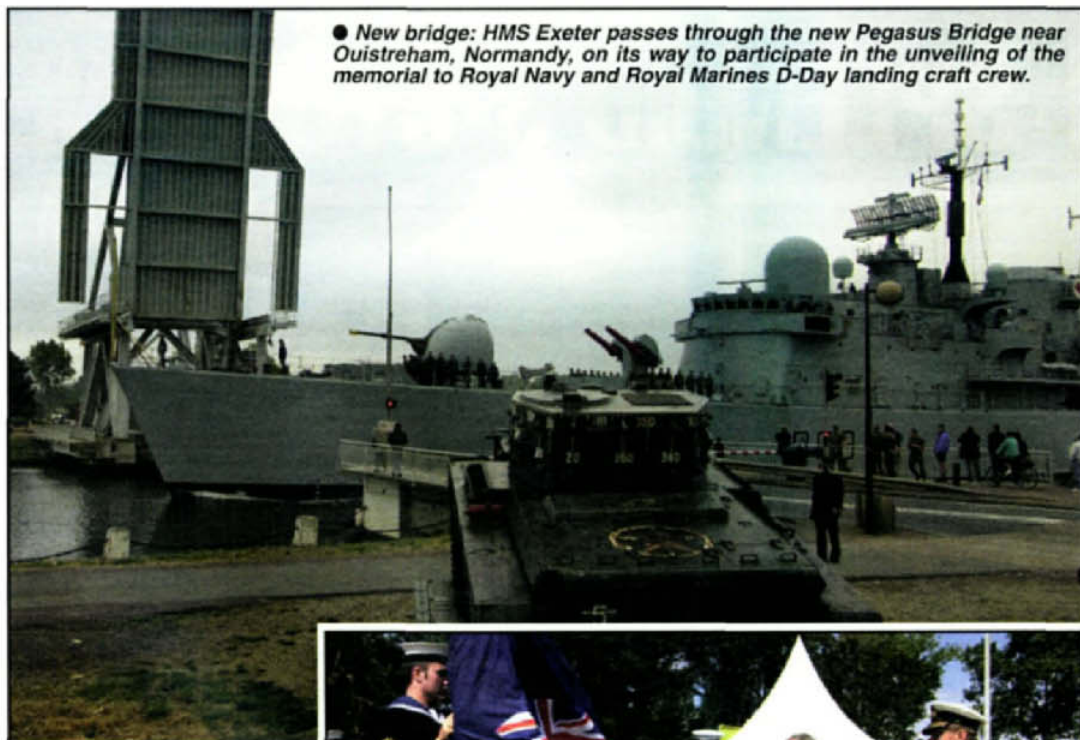
■ One of the real-life RN Enigma code heroes – as opposed to the American portrayed in *U-571* – is the subject of a commemorative plate ordered by his hometown newspaper, the *Tamworth Herald*.

AB Colin Grazier, who died while recovering the vital codes from the sinking U-559 in 1942, was awarded a George Cross.

Proceeds from the sale of the plate will go towards a fund set up to erect a permanent memorial to him in Tamworth, which was publicised in the January issue of *Navy News*.

The memorial will also commemorate the two others who boarded the U-boat from destroyer HMS Petard – Lt Anthony Fasson, who died with Grazier, and Naafi canteen assistant Tommy Brown.

The plate is available at £20 inc pp in the UK, £25 overseas, and is available by ringing the *Tamworth Herald* on 01827 848586.



● New bridge: HMS Exeter passes through the new Pegasus Bridge near Ouistreham, Normandy, on its way to participate in the unveiling of the memorial to Royal Navy and Royal Marines D-Day landing craft crew.

Last reminder of Dunkirk 'miracle'

HMS SOMERSET made a little bit of history when she acted as guardship for the final official ceremonies to commemorate the Dunkirk evacuation 60 years ago.

The Type 23 frigate shepherded the Association of Dunkirk Little Ships across a placid Channel to take pride of place in Dunkirk, assisted by patrol boats HM ships Puncher and Dasher.

The flotilla of 58 Little Ships made a trouble-free crossing of the busy traffic separation lanes, as merchantmen gave way or altered course as a mark of respect. Overhead, the sound of a Spitfire added to the sense of nostalgia.

On arrival in Dunkirk, Somerset hosted an official reception, with guests including World War II veterans, and then she was opened to the public, attracting almost 3,000 visitors in a two-hour period.

On the following day, the frigate anchored off the beaches of Dunkirk and a service of remembrance was held, while the Little Ships formed up in a circle.

Cdr Paddy McAlpine, the Commanding Officer of HMS Somerset, laid a wreath during the service, and LS Shane Ludden laid flowers given to him by Miss Ethel Puckett on behalf of herself, her brother Charles, and members of her family, in memory of Ethel and Charles' father AB Charles Puckett, who was killed on board the Admiralty tug HMS St Abbs on June 1, 1940, as it ferried troops from the beaches to the bigger ships.

On completion of the ceremonies, attended by the Prince of Wales, the Little Ships returned to England. The Dunkirk Veterans Association decided this would be the last official ceremony under their auspices, as the membership is growing too old to maintain the annual pilgrimage.

Cdr McAlpine said: "The combined size of this flotilla equates to the world's largest supertanker, and my job was to see them safely across one of the world's busiest shipping lanes."

"This is not a task you undertake lightly, but with the advanced command and control systems in Somerset, it was a task well within our capability."

"It was an honour for me to escort this historic flotilla; their role in the evacuation of Dunkirk will never be forgotten by our country."

"The efforts of the Royal Navy of 60 years ago are an inspiration to today's modern Royal Navy, and we will always be in debt to them."

The presence of a Royal Navy warship standing off the coast exactly 60 years on from the evacuation of the British Expeditionary Force and allies was a reminder of the crucial role played by Navy personnel and vessels in the "Dunkirk miracle".

Miracle-worker-in-chief was Rear Admiral, later Admiral Sir Bertram Ramsay, Flag Officer Dover, in 1940, who within a matter of days found himself co-ordinating a force of more than 900 vessels

in what became Operation Dynamo, named for the former power-station chamber in the White Cliffs of Dover which had by the Second World War become a conference room.

With more than 400,000 troops trapped around the port of Dunkirk, under incessant attack by land and air, Operation Dynamo got off to an inauspicious start, with fewer than 8,000 troops evacuated on the first day – planners believed a total of 45,000 men could realistically be expected to be spirited away in two days before the defence of the enclave was overwhelmed.

But despite the immense risk, smaller boats – drawn from harbours as far apart as Portsmouth and London – plied back and forth from the beaches to the bigger ships, and the bigger ships crossed and recrossed the Channel, speeding up the evacuation by coming alongside the rickety wooden mole in Dunkirk Harbour.

On one day alone – May 31, the sixth day of Operation Dynamo, almost 70,000 troops were lifted, and the only way such large numbers could be moved was through overloading of ships; one Isle of Wight ferry was estimated to have carried more than 2,500, and destroyers were taking on up to 1,000 soldiers, sometimes by picking up survivors from ships sunk by the bombardments and air raids which raged throughout.

The risk was as great to the Navy as a fighting entity as it was to individuals – the Admiralty assigned 38 RN destroyers to cover Operation Dynamo, some 20 per cent of the available force, as well as the cruiser HMS Calcutta, nearly 100 minesweeping vessels, 18 armed trawlers, six corvettes and around 80 other assorted craft.

The murderous conditions took their toll of death, injury and distress among the men – the vast majority RN – who sailed ships of all sizes to the rescue of the Army.

Late of June 2, the Senior Naval Officer in Dunkirk, Capt Tennant, who had co-ordinated the operation in the most dangerous of situations for a week, was able to signal to Dover Command: "BEF evacuated."

But Operation Dynamo rolled on for two more days, taking off thousands of French troops who had helped secure the perimeter for so long under withering fire.

In the end, 338,226 troops were lifted from Dunkirk – almost 309,000 in British ships. But the action had cost six destroyers sunk with another 26 damaged, and nine of the personnel carriers – mainly cross-Channel and Irish Sea ferries – had also been destroyed.

The importance of the war-

ships in both defensive and troop-carrying roles cannot be understated – for example, the old destroyer HMS Sabre managed ten return trips and transported some 5,000 soldiers.

The rescued army was exhausted and missing most of its equipment, and as Churchill said: "Wars are not won by evacuations," but the fillip to morale was a key factor in the waging of the war.

Ramsay went on to help mastermind the return of the Allies to France in Operation Neptune, the maritime element of the Normandy Landings, but died in an air crash before the end of the war.

■ While en route to the Dunkirk ceremonies, HMS Somerset came to the aid of a yacht which was taking on water in the Channel off Cherbourg.

■ HMS Chatham was present in Toulon to witness the winding up of the Free French Naval Association. Officers from the frigate joined French and British veterans at an official reception.

■ Letters – page 7.



● All is revealed: The Duke of Edinburgh and French Secretary of State Jean-Pierre Massaret unveil the memorial at Ouistreham.

Memorial honours the unsung heroes

THE DUKE of Edinburgh has unveiled a new memorial to honour the Royal Navy and Royal Marines personnel who manned the landing craft during the Normandy landings.

Type 42 destroyer HMS Exeter took part in the ceremonies, providing a Royal Guard for Prince Philip before he unveiled the memorial, watched by around 1,000 veterans.

A French military guard, a veterans guard and a Royal Marines band also took part.

The majority of the 156,000 Allied troops landed on the Normandy beaches on D-Day were transported

in more than 4,000 landing craft, barges and ships.

At the height of the operation, in June 1944, more than 100,000 officers and ratings worked in this specialist branch of the Navy.

Maurice Hillebrandt, from Devon, was a driving force behind the memorial – a six-ton block of granite sculpted near Truro and ferried to France in a RM landing craft.

"I was delighted that the event was attended by so many of the veterans, and it was a wonderful occasion to have the men of the Royal Navy and Royal Marines remembered in such a way," he said.

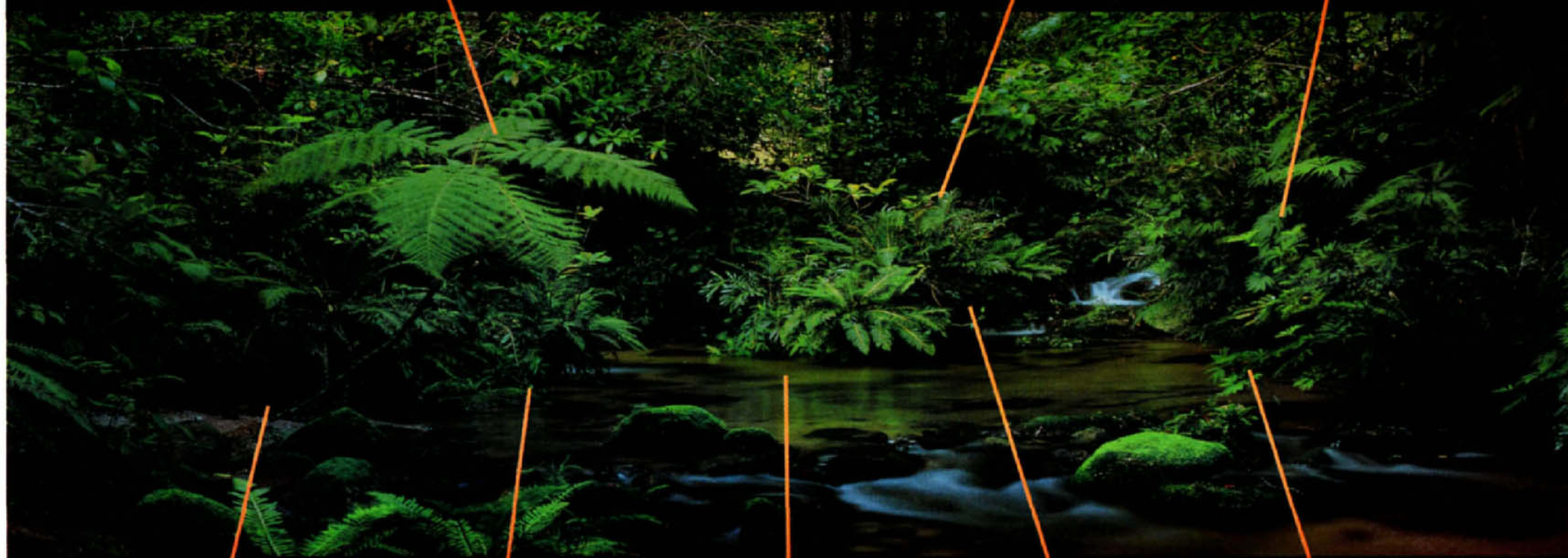


● Aerial display: A Spitfire salutes the Little Ships of Dunkirk as they make their way across the English Channel on their pilgrimage to Dunkirk. Accompanying them, in the background, is Type 23 frigate HMS Somerset. In the foreground is MTB102, a Vosper motor torpedo boat which served with distinction in the evacuation from Dunkirk, and was one of the last vessels to leave as the Germans finally broke through.

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SLIM, attractive, female 26, great personality, demanding career, seeks male penpals 26-35 yrs **Box July 14**

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Please note: We can take no responsibility for the nature or source of the replies received.

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People in the News



● Juliet and Richard Parcell



● Roy Smart with sons Nicholas (left) and Andrew.

Keeping it in the family

PTI Richard Parcell was one of the proudest guests at the latest passing out parade at HMS Raleigh.

He was there to see his younger sister Juliet receive the Ganges Trophy on behalf of her Division, Walker 08 entry, for the best overall results during training.

Richard didn't have far to go to watch the ceremony as he was already stationed in HMS Raleigh. Although he has now moved to HMS Coventry, his sister is still at Raleigh completing specialist training.

The passing out parade at CTC Lympstone was also a family affair for former Lt Cdr Roy Smart.

His younger son Nicholas has just completed his Commando Training and his eldest son Andrew is still battling through the 30-week course.

Lt Cdr Smart, whose career included a tour in the Far East with 848 NAS and 40 Cdo in HMS Albion, said: "From a very early age they were set for a career in the Marines as I would regularly take them yomping in the Lake District, in fact Nicholas had reached the summit of Pike o' Blisco (2,600ft) by the age of four."

Chaplain looks to the future

THE NEW head of the Naval Chaplaincy Service has been looking ahead to some radical changes which the Service will face in the new Millennium.

The Ven Simon Golding, who became Chaplain of the Fleet on June 1, expects to see more chaplains in the front line and the appointment of the first non-Christian Armed Forces Chaplains.

He said: "By the end of the year we will have our full complement of 75 Chaplains on the trained strength and the future deployment of chaplains has been agreed, with even greater emphasis on the front-line."

"We plan to have five extra chaplains at sea to meet our commitment to have a chaplain in all larger ships deployed on a directed task."

"The operational role of Chaplains has been amply demonstrated in the past, and again by the three chaplains with the task group in Sierra Leone - Michael Harman in HMS Illustrious, Ian Wheatley in HMS Ocean and Simon Beveridge with 42 Commando."

"During the next few years NCS will be encouraging more chaplains to undertake Commando training and we hope that around six will win their Green Berets over the next 18 months or so."

"The Naval Chaplaincy Service is also committed to both ecumenical and inter-faith co-operation and in the coming months we hope to appoint the first non-Christian



● The Ven Simon Golding

officiating Chaplains to the Armed Forces representing Buddhist, Hindu, Jewish and Sikh faiths.

"It will be a time of exploration and learning for us all as we open ourselves to the needs and beliefs of others whilst maintaining our commitment to our own traditions."

The Ven Simon Golding has been the Archdeacon for the Royal Navy and an Honorary Chaplain to Her Majesty the Queen since March 17, 1997. He was made an Honorary Canon of Gibraltar Cathedral in 1998.

Born in Chelmsford on March 30, 1946, his childhood was spent in India.

After school he became a Navigating Officer with the British India Steam Navigation Company and was a Lieutenant (X) on List 1 of the Royal Naval Reserve. After training for the Ministry he was Ordained in York Minster in 1974

and served his Title in the Parish of St Cuthbert - Wilton in Cleveland.

The Archdeacon joined the RN in 1977 and his appointments have included HMS Raleigh, the first Commission of HMS Invincible, BRNC Dartmouth, the Hydrographic Flotilla, Faslane Submarine Base, HMS Drake and Devonport Naval Base.

He has served as Secretary to the Royal Naval Archdeaconry Synod and the Forces Synodical Council. As Archdeacon for the Royal Navy he is an "ex-officio" member of the General Synod of the Church of England.

Career highlights have included the award of a Commander-in-Chief's Commendation for his work with families at Yeovilton during the Gulf War; the part he played in the restoration of the Fleet Air Arm Memorial Church, Yeovilton and the re-ordering of the Church of St Nicholas, HMS Drake, as an Ecumenical Church Centre.

He is married to Anne Reynolds and has two children, and his interests include Naval and military history, gardening, railways and cricket.

He said: "The past few years have seen great changes in Chaplaincy, most of which have been for the better. Although change will, indeed must, continue in a Service which is continually changing, I believe that there is a need to consolidate the many changes and 'fly flat and level' for a time to catch our breath."

"Nonetheless, I am sure that the next few years will be an exciting time in my life which I look forward to with great anticipation."

□ Newsview - page 18

Nurses heading for Gib



NAVAL NURSES Anna Snel and Felicity Brading are helping their careers to get off the ground by flying to Gibraltar.

The students from the Royal Hospital Haslar will become the first Naval Nurses to undertake their elective training outside the UK when they arrive in Gibraltar in August.

They are due to depart on August 8 and they will spend the next five weeks training in primary health care at the Gibraltar Services Medical and Dental Centre.

The training is required as part of the Diploma of Higher Education in Adult Nursing.

● GIBALTAR DUO: Naval Nurses Felicity Brading (21) and Anna Snel (20).

IN BRIEF

HMS Hood association

MEMBERS of the HMS Hood Association gathered in Portsmouth for their 25th Anniversary Reunion Dinner at the Royal Sailors Home Club.

The dinner was preceded by a Service at Portsea Church, and the guest of honour was Bill Stone who served in HMS Hood in the 1920s.

Bill, who will celebrate his 100th birthday next month, led the Church Parade and sang at the Church and at the dinner.



● Lt Rob Hall, RNZN

ANZACs honoured

ROYAL New Zealand Navy was represented at the ANZAC Day commemoration in Totnes, Devon, by Lt Rob Hall.

Until recently Rob was Operations Officer in HMS Herald and he was invited to the ceremony by the Totnes Branch of the RBL.

Lt Hall was representing both the ANZAC and the Naval Division which fought with distinction at Gallipoli. Three VCs were awarded to RN midshipmen and a midshipman from BRNC Dartmouth was also present.

Bright Sparks

TWO BRIGHT sparks from HMS Collingwood have won through to the final of an international competition to find the 'Top Technician' of the year 2000.

Collingwood's Weapon Engineering Artificer Apprentice Nigel Hogg and Modern Apprentice Greg Dixon of Alenia Marconi will be travelling to Birmingham later this month to compete for the title at the National Exhibition Centre.

Presidents in Holland

EIGHT Royal Navy reservists from HMS President took part in the Liberation Day celebrations held in the Netherlands.

They joined thousands of Dutch, British, Canadian and American veterans in a parade at Wageningen, where the German surrender was signed in 1945.

HMS President's Andrew Hanley said: "The parade provided an excellent 'show the flag' opportunity for the RNR who were the only British Servicemen present."

"The RNR squad mixed with the veterans and Servicemen of all countries who were represented and made many new friends. We are very grateful for the warm and generous welcome which we received."



People in the News



Sovereign's VIP visitor



AFTER two extended foreign deployments in 18 months, HMS Sovereign has had time to strengthen ties with her affiliated city of Derby.

During a four-day visit Sovereign's crew met Sea Cadets at TS Kenya, played rugby against Rolls-Royce, attended a church service and lunch with the Submariners Association and visited Dolphin Ward at Derby Children's Hospital where they donated a cheque for £200.

They also visited the URNU unit in Hull, HMS Explorer, and reciprocated by inviting Derby's Mayor Sarah Bolton (above) to visit Sovereign in Faslane.

War veteran calls on 848



WAR VETERAN John Ingham renewed his acquaintance with 848 Naval Air Squadron when a helicopter was detached to HMS Raleigh.

John served with fixed-wing aircraft of 848 Squadron in HMS Formidable in 1944 and 1945 but was injured in a kamikaze raid on the ship.

He rejoined 848 in Hal Far, Malta, as the squadron electrical officer from 1958-59 before retiring from the FAA in 1972.

And on his visit to Raleigh he presented 848's Lt Andy Riggall and C/Sgt Tony Wood with memorabilia for a display at Yeovilton.

Bob is off to Kosovo



MOD POLICE Constable Robert Burgess is leaving RNAS Cudroose for a year to join a 60-strong detachment of UN police officers in Kosovo.

Bob (52) volunteered for the deployment and went through a rigorous training and selection programme before being accepted.

He said: "I'm sure it will be an eye-opening but very satisfying experience and I'm very proud to have been selected to represent the Force in this operation."

Moggy signed-up at Provost HQ

SINCE the cat-astrophic loss of Leading Cat Crusher in 1998 the RN Provost HQ has been searching for another police moggy to pamper.

After extensive efforts, a feline of superior character and quality has been located with the assistance of Plymouth Cats and Dogs Home.

Leading Cat Jack has just taken up his duties at Provost HQ, which include patrolling the perimeter fence on pest control and public relations duties.

Sarah Samson of the Cat's home handed three-year-old Jack into the care of WO Tony Loughran and LReg Jess Clayton, who will be acting as Jack's Divisional Officer.

Jess said: "Although Crusher the Cat is an extremely hard act to follow we've found in Jack a cat with superb potential as the new unit rat catcher."



● **RECRUIT:** Leading Cat Jack is handed over to WO Tony Loughran at Provost HQ in Plymouth.

Dolphins appear at wreath-laying

RELATIVES of 59 men lost in HMS Perseus in 1941 travelled to Greece for a memorial service over the wreck.

They threw flowers and wreaths into the sea and the ceremony was made even more poignant when dolphins, the emblem of the Submarine Service, appeared from the depths and swam amongst the floral tributes.

The wreck of HMS Perseus was discovered two years ago off Mavrata, a small fishing village on Cephalonia, by Kostas Thoctarides. After diving on the

wreck he was able to confirm many of the details of her loss which were given by the only survivor, John Capes.

Capes swam ashore and was sheltered from Italian and German troops for 18 months before getting to safety.

He said that he and three other stokers survived the explosion and drank a bottle of rum to boost their courage before flooding their compartment in an attempt to escape.

Mr Thoctarides found HMS Perseus in 170 feet of water with the hatch still open. Inside the compartment he found a bottle of rum, human bones, boiler suits and boots, suggesting that the others

never managed to escape.

An eerie coincidence about the wreck's location is that HMS Perseus sank in clear sight of the home of the only Greek officer on board.

Relatives present at the memorial service included Mr Capes' daughter Julie Knappett and Cynthia Neave, daughter of the CO, Lt Cdr Edward Nicholay.

The submarine service was represented by Cdr Chris Reynolds from the staff of Flag Officer Submarines.



● **OVER THE WRECK:** Florence May (far right) mourns her brother, Fred Oldridge, as Ronald Mellor of the North Staffordshire Submarine Association salutes.

Schoolmates are reunited at Sultan

FOUR senior officers were reunited for the first time since their school days when they met at HMS Sultan.

Commodores John Musters (Commodore Naval Drafting) Mike Holmes (Chief of Strategic Systems Executive) John Clayden (Commodore of HMS Sultan) and Captain John Rimmington (Director Naval Reserves) all went to Kelly College. They were saying farewell to Commodore Clayden who has now retired after 37 years in the Royal Navy.



● **OLD KELLEIANS:** Commodores John Musters (left) Mike Holmes, John Clayden and Captain John Rimmington.



● **FAREWELL:** Capt Jarvis is towed away on Humpfrey the camel by submarine trials officers (and ex-field gunners) CPO Simon Johnson and Darren Cookham.

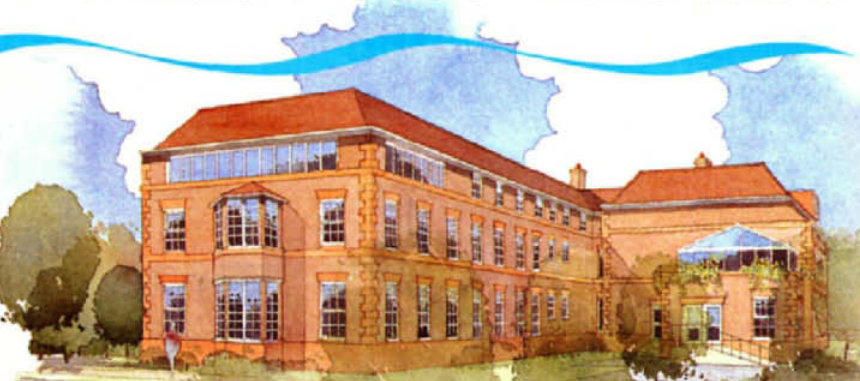
The camel's last ride

THE FAMOUS camel mascot of Captain Weapons Trials and Assessment (CWTA) team at Portsmouth has been seen for the last time with the organisation's absorption by the new Maritime Commissioning Trials Assessment (MCTA) organisation.

'Camels' was originally the nickname for the Naval staff who supported the Gunnery Experimental Dept (XP) in Whale Island from the 1920s to the 1970s, because their duties involved 'humping' the experimental equipment between ships for the RN Scientific Service.

To mark the occasion, Capt Ian Jarvis, the last Captain CWTA, rode out on a lifesize model camel known as Humpfrey. Capt Jarvis is succeeded by Capt Graham Peach, Captain MCTA. The Weapons Systems Tuning Group, Machinery Trials and Assessment Unit, the Fleet Data Link Team and ME parts of the Vibration Condition Assessment Group are also now part of the MCTA, which is itself a part of the Ship Support Agency.

Pembroke House



The Royal Naval Benevolent Trust's residential & nursing home

A fine, newly modernised home near Chatham for former Sailors, Royal Marines, their wives and widows

Pembroke House offers the highest standards of care, first class accommodation, an extensive programme of activities and a very friendly atmosphere – all at a relatively modest cost. For further information please contact the General Manager, Pembroke House.

The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Grants Secretary at RNBT Headquarters.

PEMBROKE HOUSE

General Manager, Pembroke House,
11 Oxford Road, Gillingham, Kent, ME7 4BS.
Tel: 01634 852431

RNBT HEADQUARTERS

The Royal Naval Benevolent Trust, Castaway House,
311 Twyford Avenue, Portsmouth, PO2 8PE.
Tel: 023 9266 0296
email: rmbt@rmbt.org.uk



THE ROYAL NAVAL BENEVOLENT TRUST
SUPPORTING THE 'RNBT FAMILY'



● Coming soon: An artist's impression of one of the new survey ships. Picture: Vosper Thornycroft.

Survey ships ordered

TWO new survey ships have been ordered for the Royal Navy from Vosper Thornycroft at a cost of £130m.

The 3,500-tonne vessels, to be named *Enterprise* and *Echo*, will be built under sub-contract by Appledore Shipbuilders in Devon, and will enter service in 2002 and 2003.

The ships, to be known as multi-role hydrographic and oceanographic survey ves-

sels, are designed to be operational for more than 330 days a year, a 50 per cent improvement over older existing ships, and have greater stability to allow survey work to be undertaken in rougher seas than is possible at present.

The contract is expected to support around 800 jobs in the shipyard and local suppliers over the next three years.

Tattoo to recreate history

PLANS to transform Horse Guards Parade into a military theatre for the Royal Military Tattoo 2000 are well advanced.

Stands for 13,000 people will take up three sides of an arena on which a cast of more than 1,800 will recreate key moments in military history.

To make the parade ground safer for horses, 3,500 tonnes of a special sand, silicone and wax mixture will be spread across it.

The tattoo will also feature full-colour projection, pyrotechnics and a huge mobile video screen.

More than 180 pieces of music have been arranged by Principal Director of Music, Lt Col Richard Waterer RM and his team.

Tickets for the pageant, which runs from July 10-15, range from £20 to £50, and are on sale by telephone on 0870 241 0301. Further information is available on the website at www.rmt2000.mod.uk

Seaman helped

ATLANTIC Task Ship (South) HMS *Argyll* has airlifted a sick seaman ashore from a huge bulk-carrier off the coast of Africa.

The 170,000-tonne merchant ship's distress call was picked up at Falmouth and relayed to Fleet headquarters at Northwood, from where a signal sent *Argyll* to the rescue.

Having taken medical advice, it was decided that the man, a Third Officer, should be taken ashore for treatment, and the frigate's Lynx helicopter was used to transfer the sailor to Freetown.

Award for officer

THE ROYAL Navy's Ethnic Minorities Liaison Officer, Cdr Keith Manchanda, has been presented with a special Windrush award for his work.

The Inspiration award was given to "an individual who, by their example, has been an inspiration, not only in their chosen field, but who has had a great impact across minority communities."

Disaster recalled

SERVICES of remembrance were held in France and over the wreck site to honour the victims of the *Lancastria*, a disaster which occurred just after Dunkirk.

Lancastria was a troopship which was carrying thousands of soldiers evacuated from St Nazaire, in Brittany.

The ship took several direct air hits and sank with only 2,447 survivors out of a total number which some put as high as 9,000.

In Brief

NATO duties

HMS *Campbeltown* is in the final stages of her seven-month deployment with NATO's Standing Naval Force Atlantic.

Having taken part in Exercise Linked Seas, more exercises with the NATO force took place – with several sailors sitting GCSEs at the same time – and the frigate has now completed a two-week maintenance period in El Ferrol, Spain.

Sea Sunday

THE ANNUAL 'Sea Sunday' celebration of Mass will take place at the Roman Catholic Cathedral in Portsmouth on Sunday, July 9, at 10.30am.

Crews reunited

SAILORS involved in a key moment of the Yangtze Incident in 1949 met again at the HMS *Concord* reunion.

Survivors from the 1949 commission of HMS *Amethyst* and colleagues from HMS *Concord*, which met her after her dash to freedom downriver under fire from Communist forces, were reunited under a banner bearing the signal of *Concord's* captain, Lt Cdr Nigel Rodney: "Fancy meeting you again."

Veggie option

THE MOD has introduced a vegetarian 24-hour operational ration pack for use on operations or exercise.

With components such as non-meat sausage and beans, and cheesy pasta and vegetables, the pack joins other specialist versions – Moslem, Hindu/Sikh and Kosher.

Base opens up

RN AIR station Yeovilton's satellite airfield, Merryfield, held an evening of helicopter flying demonstrations and static displays – and more than 1,500 local people came along to see what goes on there.

Chivenor's day

THE RED Arrows will be one of the highlights of the Chivenor Open Day on July 12, which also features 22 static aircraft, a hovercraft and commando hardware.

For details call 01271 857233, or see the website at www.chivenoropenday.co.uk

Team success

BOWRING Comprehensive School in Liverpool has won the RN's Engineering Success Through Teamwork award at the Young Engineers National Club Celebration. The RN is a key sponsor of the organisation.

UK tour starts with frigate's perfect day

TYPE 22 frigate HMS *Cumberland* launched the nationwide Meet Your Navy campaign at Chatham Navy Days with a flurry of high-profile events.

The frigate, commanded by Capt David Cooke, welcomed First Sea Lord Admiral Sir Michael Boyce and Minister for the Armed Forces John Spellar on board to officially start the two-month tour of the UK, which will visit 27 ports and harbours.

A careers forum was followed by three days of ship open to visitors, which attracted 15,000 people.

While in Chatham, two members of the ship's company, Lt Chris Saunders and CPO Mick Driscoll, visited Brompton Westbrook primary school to plant an oak tree, part of an RN project to plant 100 oaks around the country during the Millennium year.

Chatham Navy Days was rounded off by a military tattoo in the Historic Dockyard, at which Prince Michael of Kent was the guest of honour.

The Prince visited HMS *Cumberland* before the evening's pageant, and met some of the RNR personnel who had supported Navy Days.

Before steaming north, *Cumberland* also featured in the BBC's record-breaking rendition of Lou Reed's song *Perfect Day*, the final event of the Millennium Music Festival, gaining four spots on the live broadcast which carried different musical ensembles, from orchestras to celebrities, from around the nation.

Accompanying *Cumberland* at Chatham were the fishery patrol vessel HMS *Shetland* and patrol

boat HMS *Blazer*.

The frigate then took a number of guests on overnight passage from the Medway to the Forth, including 16 students from Lauder College in Dunfermline and Fife College in Kirkcaldy, who were interested in a career in the Navy.

Cumberland's next port of call was Leith, after which she exercised off Scotland before calling in to Barrow.

The RN tour is not confined to the coast.

P2000 patrol boat HMS *Raider* navigated as far inland as Wisbech in Cambridgeshire, the first such visit to the river port in years.

A party of 20 visitors, including six youngsters who won a competition in the *Fenland Citizen* newspaper, joined downstream and took passage to the vessel's berth on the bank of the Nene, accompanied by HMSTC *Capella Endeavour*.

Around 2,000 people visited the ship over three days, stretching the ship's company to the full.

The UK tour information hotline is 0845 6036060.

■ HMS *Cumberland* dashed hundreds of miles in rough seas to escort a storm-battered Icelandic

trawler into the Shetlands.

The frigate relieved a Danish corvette which had already reached the trawler, and sheltered the 122-tonne *Hafnarey* from the gale-whipped 16ft waves, allowing her to change course, then shepherded her into Lerwick.



● HMS *Shetland* at Chatham and (inset) HMS *Cumberland* takes part in the BBC's *Perfect Day* at the end of the national festival of music.



Visitors allow glimpse of Japanese life

A JAPANESE training squadron has paid a visit to Portsmouth, giving officers, ratings and cadets the chance to soak up some naval history.

Training ship *Kashima* and destroyer *Yuugiri* ("evening mist"), of the Japan Maritime Self Defence Force, are on a five-month world tour visiting 12 ports in nine countries, including Pearl Harbour in Hawaii.

Navy News was part of a press party invited on to the *Kashima* – named after a scenic region of Japan – where Rear Admiral Eiji Yoshikawa, the Squadron Comm-

ander, explained that the cruise allowed newly-commissioned officers the chance to learn sea skills.

It also gave them "an opportunity to familiarise themselves with peoples and their ways of life in different parts of the world, and promote friendship with visiting countries," the admiral said.

"I would like to see HMS *Victory*; you have a long, long history here, and we have a long history between the UK and Japan."

"I would like to study about the naval history between the Japanese and the Royal Navy."

Japanese officers escorted the press party through the ships,

revealing some surprises along the way.

At the top of one ladder was a small shrine, given by the *Kashima's* predecessor, a training cruiser which survived World War II. It is said to guarantee safe passage.

The *Kashima* also boasts staterooms reserved for the use of the Japanese prime minister and royalty – and *Navy News* was in the first non-Japanese press party to be allowed to visit them.

A conference room featured a hand-made carpet valued at £150,000 and the bathroom had a wooden bath, all adding to the strange feeling of having left a warship and stepped into a small corner of Japan.

The destroyer was attached to the squadron for the tour, and carried 32 of the 166 trainees, of which seven are female.

Officers pointed out that a proficiency in English, taught in all Japanese schools, is essential – apart from signals, all charts and electronic navigation aids are supplied by Admiralty Charts.

Before arrival in Portsmouth, the squadron had exercised in the English Channel with destroyer HMS *Exeter*.



● Historic gift: Rear Admiral Eiji Yoshikawa admires a cane presented to him by Second Sea Lord Vice Admiral Peter Spencer in an exchange of gifts. The cane was made of oak from the hull of HMS *Victory*, and the engraved tally was from the flagship's original copper sheathing, making it a unique memento.



● World tour: JDS *Yuugiri* enters Portsmouth Harbour.

SPECTACULAR

HOLIDAY SAVINGS FOR NAVY PERSONNEL

FROM GOING PLACES HOLIDAYLINE

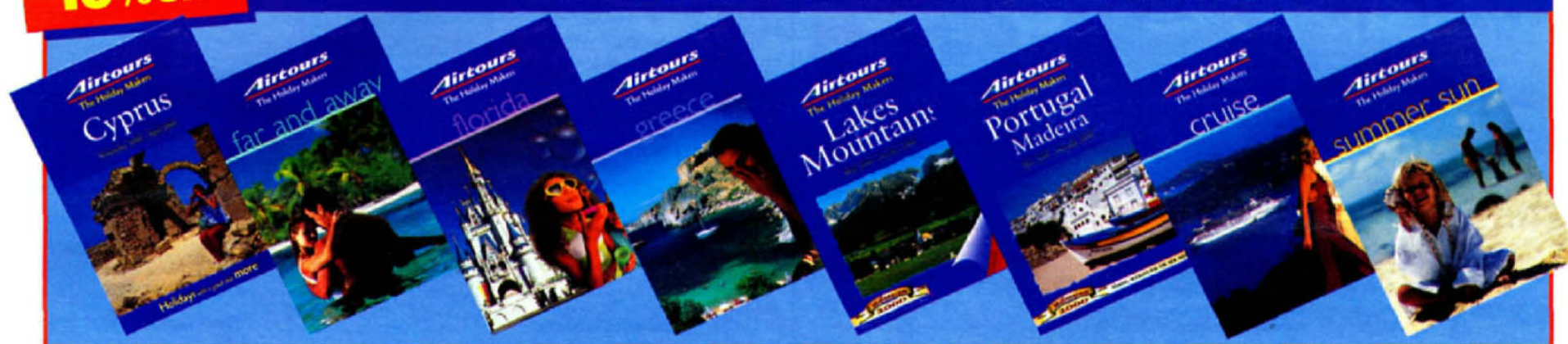


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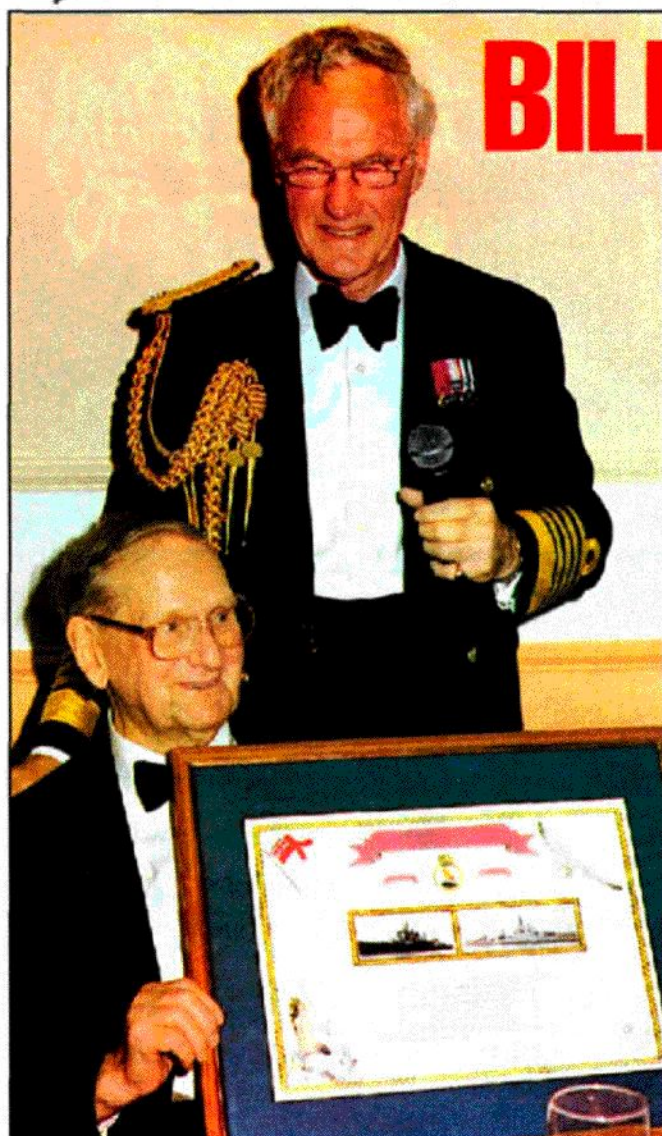
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● At the annual reunion of the HMS Newfoundland Association, former First Sea Lord, Admiral of the Fleet Sir Julian Oswald, presents Bill Stone with a certificate marking his 100th year.

BILL ON PARADE AT 99

SHIPMATE Bill Stone, who celebrates his 100th birthday in September, has been on parade with other veterans in Portsmouth in remembrance of the 1,415 men lost in the battlecruiser HMS Hood.

Bill, young at heart and in looks, is a sprightly and fit member of High Wycombe branch and will be sending birthday greetings to the Queen Mother in August – something he has done for years.

He joined the Navy in 1918, retiring in 1945 as a chief stoker after having served in many

ships including HMS Hood, Tiger, Chrysanthemum, Eagle, Harebell, Thanet, Tenedos, Carlisle and Salamander. He joined his last ship, HMS Newfoundland, in 1941 and late in the war was a member of a Naval Party in Germany.

On leaving the Service, Bill and his wife Lily – to whom he was married for 57 years before her death in 1995 – ran a barber and tobacconist shop in Paignton, moving to Watlington, Oxfordshire, in 1986 to be near their daughter, Anne, and her husband.

Bill never misses reunions of the HMS Newfoundland Association, of which he has been a member since its formation. He is also a member of the Royal British Legion branch at

Watlington, the George Cross Island Association and is a frequent guest of the Western Front Association and HMS Hood Association.

In May he attended the Imperial War Museum's Dunkirk event, after which he met the Duke of Edinburgh who unveiled a new headstone at the grave of AB Edward Robinson VC at the cemetery at Old Windsor.

■ Ex-CPO Fred Bunday, who also celebrates his 100th birthday this year – in November – held his second reunion in the Isle of Man with five members of the RNA who were trained by him in the 1940s.

We reported the first reunion of the group in our December edition.

Ulster's Atlantic triumph

THE BATTLE of the Atlantic commemoration organised by Londonderry branch is being hailed as a triumph for the city's RNA members, who re-formed only two years ago.

During a weekend of events at the wartime convoy port, Dutch, Polish and Royal Navy warships were welcomed by the Lord Mayor (Cllr Pat Ramsey) as well as the RNA chairmen of No 12 Area and Londonderry branch, Shipmates Harry Geddis (Lisburn) and Bill Roulston respectively.

A weekend of receptions on board the ships and ashore involved the Polish Ambassador to Britain, the German Naval Attaché, 30 Canadian submariners, a US pipe band formed in 1943 and a fly past by the RAF Battle of Britain Flight.

Sixteen standards led a parade on the Sunday involving the RNA, Merchant Navy Association, the RAF Association, the Royal British Legion and the Canadian Navy. The salute was taken by Vice Admiral Michael Gretton.

Following a church service wreaths were laid, including one at the mouth of the River Foyle over the site of a sunken U-boat.

Around the Branches

Havant

Members turned up in strength to witness the unveiling of a model of the wartime destroyer HMS Havant, and applauded the work of the chairman, Shipmate Ken Hillman, ex-RM, who spent two years building it.

Members meet every Monday from 1930 to 2130 at Havant Football Club, and welcome new members (tel Shipmate Derek Kennard on 02392 816508).

Deal & Walmer

The branch has received the John Baldwin Trophy for recruiting the most full members. As there is no branch of the Association of Wrens in the area, ex-Wrens are being particularly urged to join the RNA. The branch's standard bear-

er and secretary is a woman – Shipmate Elaine Harwood – who will be pleased to give information about membership on 01304 368770. Meetings are on the first Thursday of each month at the Landmark Centre.

Crawley

The branch standard and those of other ex-Service organisations were displayed at the dedication at Crawley Memorial Gardens of a new seat donated by the branch to honour RN and RM personnel killed in World War II and since. The unveiling by the Mayor was followed by a service of remembrance conducted by the branch chaplain. The Last Post and Reveille were sounded by a Royal Marines cadet from TS Cossack.

Chichester

Thanks largely to members of the branch, St Michael's Chapel in Chichester Cathedral has been transformed into a seafarers chapel, honouring the men and women of Sussex who lost their lives at sea in World War II.

The refurbished area contains historic Naval memorabilia which was formerly scattered throughout the cathedral.

Included is the silver bell of the cruiser HMS Sussex, presented by the county in 1929; the crest of HMS Peregrine; and a model of the warship Sussex built in 1652. The branch also held a tree-planting and dedication service at the city's memorial ground.

Darlington

When HMS Newcastle berthed before passage up the River Tyne, shipmates led by Peter Longstaff were given a tour of the destroyer, their guide being Darlington man POMEM(L) Robbie McDonald.

The visitors included Army yeoman of signals Alan Tibbett, who had never been in a warship. If he was disappointed at not being allowed access to the main communications office, it was more than made up for by the hospitality of the POs Mess.

City of Glasgow

To rousing cheers from members of the branch and fellow shipmates from St Albans, the last Type 23 was launched at Scotstoun (as reported in the June issue of *Navy News*).

Members look forward to further celebrations when the ship commissions at Portsmouth.

Wallasey

At an event marking the anniversary of the unveiling of the branch's memorial stone, 16 standards were present, including that of No 10 Area.

Music at the parade was provided by Wallasey Sea Cadet Band and a service attended by the Mayor of Wirral, Cllr H. L. Lloyd, was conducted by the branch chaplain, the Rev John Williams. Also there were the Area vice president, Shipmate H. Blythe and members of other ex-Service associations including the Nijmegen branch of the Dutch equivalent of the RNA.

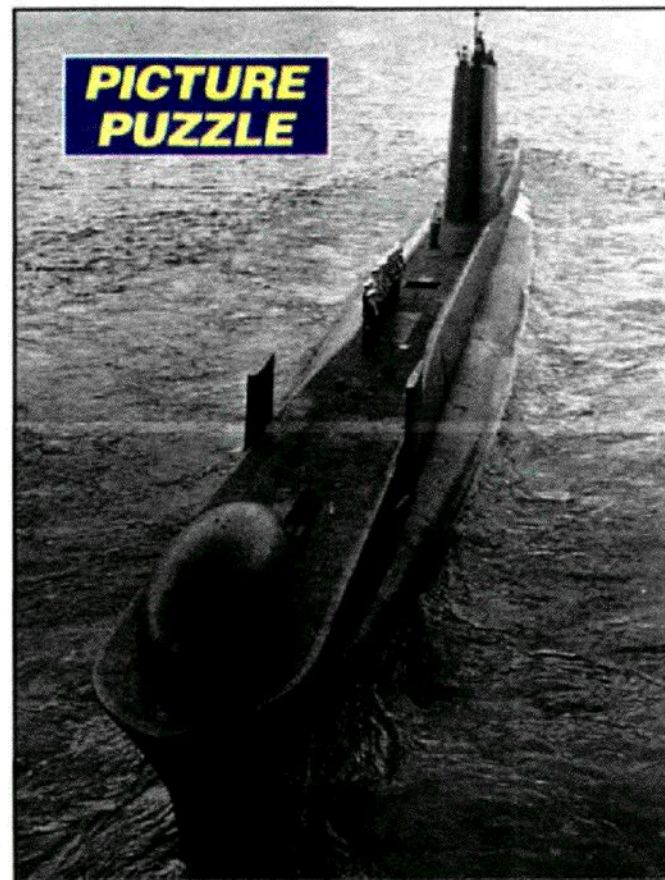
Later at a reception £275 was

presented to Cadet PO Faye Parr to help her travel to Australia on an exchange scheme.

The branch president, Shipmate C. L. Boyer, has retired after 30 years' service. So, too, has the standard bearer, Shipmate Frank Proctor.

A coach party of 40 members and friends spent five days in Great Yarmouth.

PICTURE PUZZLE



MR B. E. Brassington of Fleet, Hampshire, won our £30 prize for identifying HMS Royal Sovereign.

Our clue referring to the colour red related to the battleship's service with the Soviet Navy in 1944-49.

Mr Brassington's answer was picked at random. Another £30 prize is offered for the identity of this submarine whose name is linked to the underworld.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is August 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

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MYSTERY PICTURE 65

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Association



Jim (70) sets his sights high when it comes to fund-raising

SHIPMATE Jim Cocker of Ipswich branch will go to any lengths – and heights – to raise a few pounds for a good cause.

For the second year running he is taking part in a 120ft mass abseil from the top of Ipswich Hospital maternity block to raise money for the branch's charity fund.

At 70, Jim is one of the oldest of the estimat-

ed 1,600 abseilers who have paid £18 each to take part on July 2. He is pictured at last year's event when he descended with the consummate ease of a man half his age to raise £100 for the local Sea Cadet unit, TS Orwell.

In recent years he has also taken to the water to raise cash for good causes – covering nine lengths of his local swimming pool.

Fall in strength slowed by rise in recruitment

THE FALLING strength of the RNA has been slowed by over 25 per cent as a result of recruiting drives among the branches and a higher publicity profile, the Association's annual conference was told as Navy News went to press.

But the conference at Weymouth over the weekend of June 17-18 also heard that while the decline had slowed down by 600 last year, the fall in membership totalled 1,400.

The figures were contained in the Association's National Council report which gave total membership as 36,842. There was an increase in branches commissioning at home and overseas – giving a current total of 497, with more in the pipeline, and 50 clubs.

However, as the RNA's main source of income came from members' subscriptions, the continued fall in strength probably meant an £11,000 deficit this year.

As reported in the May edition of Navy News, proposals for an increase in subscriptions have been shelved due to two large legacies and an increase in investments from £468,000 to £614,000. Headquarters has been revalued from £155,000 to £206,000.

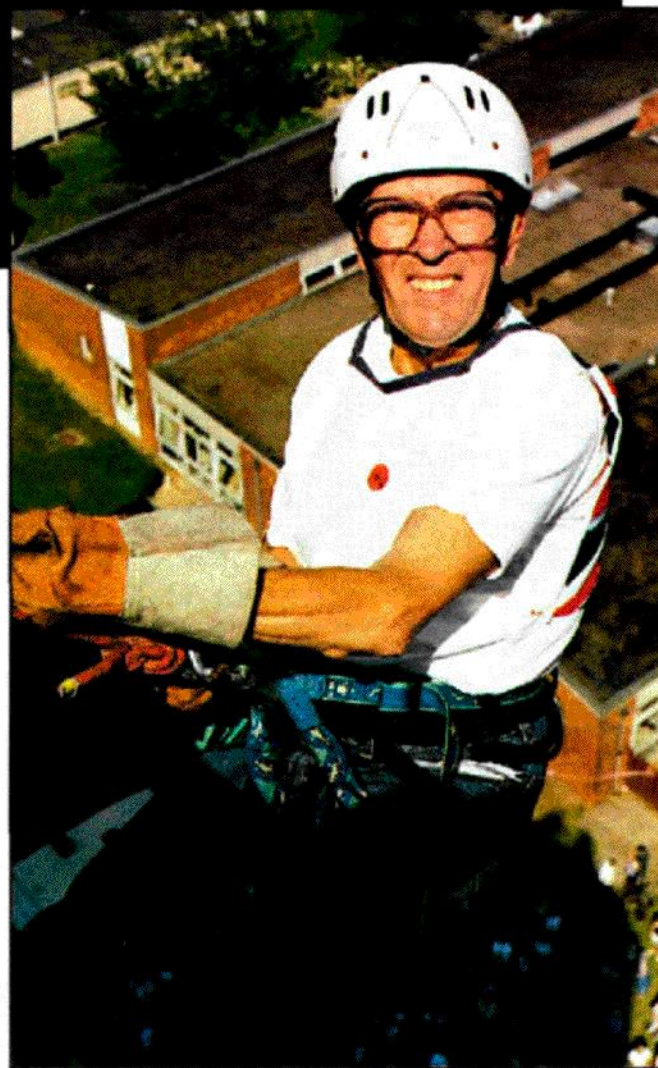
A proposal for an increase in subscriptions would have to be made to conference next year if a rise was to be considered from January 1, 2002.

The National Council report stated that recruiting and publicity drives – and the introduction of an RNA website – had made the work of the Association better known,

and its true worth recognised, with new, younger members being recruited and retained.

The website, launched last August, was designed and operated from Hull by Shipmate Stuart Thorn. It cost very little and 6,500 people had visited the site since its inception. It was proving of great value to overseas branches and was improving the profile of the Association.

It was clear that the slow-down in the loss of members reflected the successful recruiting drives reported by branches. Meanwhile two initiatives were in hand to improve recruitment of serving members – a Proof of Service card for those leaving the Naval Service,



and the establishment of voluntary RNA liaison officers in RN ships and establishments.

The Charity and Welfare Officer continued to involve Area welfare advisers who held three seminars last year. Payments totalling almost £12,000 were made to individuals and almost £120,000 was raised by branches for Naval, national and local charities.

In Brief

SHIPMATE Basil Metcalfe, Bury St Edmunds standard bearer for 12 years, has retired and is succeeded by Shipmate Sid Murfitt, ex-RM. Sid is a veteran of the Walcheren campaign in 1944, and Basil of Russian convoys.

FOR THEIR reunion, staff of the fifth and sixth commissions of HMS Eagle were hosted warmly by Weymouth branch.

ON RETIREMENT as Lymington & District branch treasurer, Shipmate Joan Wearn was presented with a framed life membership certificate by the branch president, Shipmate Robin Tubbs, in recognition of her outstanding service.

MEMBERS of Wakefield branch formed a guard of honour at the funeral of their chaplain, Canon Arthur Hesslegreaves, an honorary member and formerly of Denby Dale branch.

AT A SERVICE marking the 15th anniversary of Ripon & District branch, the branch standard and that of North Yorkshire Submariners Association were presented to the branch chaplain, the Rev John Langdon, for safe-keeping in the 12th-century Leper Chapel of St Mary Magdalene Church.

CRAWLEY members and wives visited Portsmouth, including the Royal Armouries museum at Fort Nelson, a harbour trip and refreshments at Port Solent.

A 'WESTERN' social held by Wigston & District attracted 120 cowboys and cowgirls, including shipmates of Market Harborough RNA branch and Leicestershire branch of the RMA.

Rayleigh golfers on course for £1,800

A total of £1,800 was raised for SSAFA Forces Help at the annual charity golf day organised by Rayleigh branch.

The 132 competitors at South Essex Golf and Country Club, Brentwood, represented all three of Britain's Armed Services, as well as the Royal Marines Band Service, and NATO and other organisations.

With respectable scores and a healthy inter-service rivalry adding to the competitive spirit, the National RNA Trophy, sponsored by Navy News, was won by Shipmate Bob Hill of the 'home' side.

The Rayleigh branch team won its matches against the RN Career Service and former yachties of HMY Britannia – but they lost to the RM musicians, the Royal Scots and NATO.

Prizes were presented by the guest of honour, Vice Admiral

Michael Gretton. He also gave special awards to POs Paul Powell and Gary Chapman, and the Royal Scots and Royal Regiment, in recognition of their support over the five years the tournament has been running.

Chatham draw

THE £100 first prize in Chatham branch's Navy Days raffle draw went to Les Robins of Walderslade. The prize of £50 was won by T. Church, Gravesend; and £25 each went to Fahy of Chatham and S. Hood, Gillingham.

Those who have not claimed their prizes should contact the branch secretary, Neil Hawkes, 54 Byron Road, Gillingham.

In memory of Zeebrugge VC

A MEMORIAL to a local VC hero who died in the Zeebrugge raid is unveiled by the Mayor of Torbay, Cllr John Turner, in the presence of standards of No 4 Area branches. He is flanked by Torbay Shipmates Peter Brown and John Soanes, president and chairman respectively.

The stone, a Millennium project by the branch, commemorates Lt Cdr Arthur Leyland Harrison (32) who was killed leading his men during the storming of the mole at Zeebrugge in April 1918.

After the ceremony a reception was held at the Trecarn Hotel where Lt Cdr Harrison's VC was displayed with his other medals, pictures and items relating to his life and career.

Torbay Sea Cadets and the town's brass band provided music for the ceremony and march-past.

Picture: Torbay Herald Express



Naval Quirks

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'I am not expecting to rocket up to the Top of the Pops in the Navy on this . . .'

IT WAS 30 years ago this month: more tears were shed over the passing of the Tot on July 31, 1970 than fell on the bier of Nelson, they said . . .

Much of the outpouring of grief that attended the Admiralty's decision to do away with the rum issue was clearly tongue-in-cheek, though.

By 1970 the daily award of an eighth of a pint of 95.5 proof spirit to every man in the Fleet had long been an anachronism – in what was fast becoming a highly technical and sophisticated Navy no margin of error due to intoxication could be allowed and the era of harsh discipline, dire rations and living conditions scarcely fit for livestock in which rum had made life bearable was ancient history.

But over 300 years of tradition could not be allowed to end without due ceremony. In the Persian Gulf a rum barrel was buried with a headstone to mark the last resting place of a "good and faithful servant".

Aboard HMS Dido, off the NE coast of Scotland, the last tot was thrown over the side in a sealed bottle – with instructions inside asking the finder to drink the Navy's health.

The alma mater of the Submarine Service at HMS Dolphin, Gosport, provided a gun carriage bearing a coffin flanked by two drummers led by a piper playing a lament.

And at a mess table in HMS Nelson's last flagship HMS Victory the final issue was sipped with proper solemnity.

"I am not expecting to rocket up to the Top of the Pops in the Navy on this," said First Sea Lord Admiral Sir Michael 'Dry

When 'Dry Ginger' stopped the Tot

Ginger' Le Fanu. But he made it clear there had been "no political pressures – it is a Naval judgment."

The fiery spirit was first unofficially introduced into the Navy in 1655, when a British Fleet under Admiral Penn captured Jamaica. Its long-keeping qualities led to it becoming official issue in 1731, when the daily ration was set at a half-pint.

Nine years later the Commander-in-Chief West Indies Station, Admiral Vernon, reported: "The pernicious custom of the seamen drinking their allowance of rum in drams, and often at once, is attended with many fatal effects to their morals as well as to their health . . ."

When Vernon ordered it

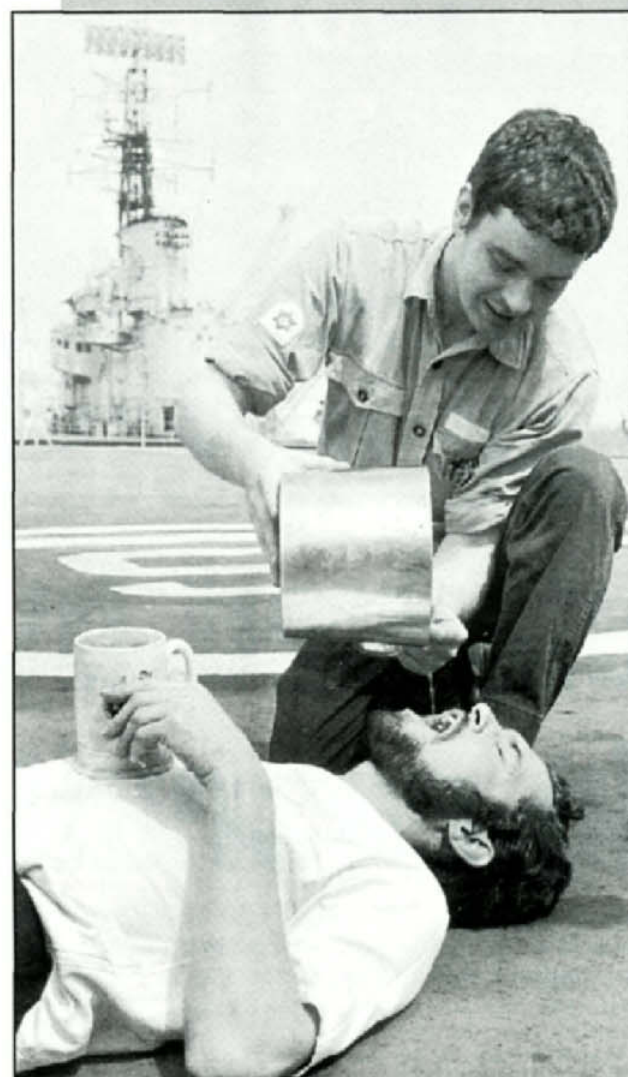
mixed with water he gave great offence to the tars, and since they had nicknamed him "Old Grog" after the grogram boat cloak he habitually wore on the quarter deck in rough weather, so they tagged his watered-down rum "grog".

As the tradition developed, grog was issued from the rum tub to leading rates and below. Chief petty officers and petty officers received their tot neat – without water – at 11a.m., an hour before the grog issue, mixed two to one.

Rum in the Royal Navy soon acquired its own patois. "Sippers" meant a small taste from a friend's issue; "Gulpers", one big swallow from another's

tot; "Sandy Bottoms", to see off whatever was left in a friend's mug; "Splice the Mainbrace", a double tot for a job well done, or an invitation on board for free drinks.

Navy News broke the story of the end of the Tot. Thereafter CPOs, POs and senior NCOs of the Royal Marines would be allowed to buy commercial spirits in their bars on board ship – a privilege previously enjoyed by officers only – while junior ratings, no longer allowed spirits on board, had their allowance of beer increased to three cans a day. As a fiscal compensation for the end of the rum issue, a capital sum of £2.7m was paid into a new sailors' fund for sports and amenities.



● July 31 1970: Serving the very last drop of rum on board the carrier HMS Albion is SA(V) Andrew Stevenson, who mixed the final issue. On the receiving end is NA Colin Powell.

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How we conquered the Pole

ROYAL MARINES Alan Chambers and Charlie Paton made history by walking 600 miles to the North Pole with no help from the outside world.

They are the first ever Britons to pull off the feat, one which is so rare that more men have walked on the moon.

Dominic Blake met them on their return to the UK and heard the hair-raising details of their 70-day voyage across the ice...

YEARS of Royal Marines training in Norway had hardened the four members of Polar Team 2000 to the worst that the Arctic climate could throw at them.

And months spent dragging tyres over the Quantock Hills of Somerset had built up the phenomenal fitness they needed to march 600 miles to the North Pole.

After leaving Ward Hunt Island in the far north of Canada on March 7 they spent the first ten gruelling days of their voyage heaving 18-stone sledges over blocks of ice the size of houses.

A tent fire on the way was seen as a minor set back, but a far more serious threat emerged when the team hit thin ice, and Cpl Charlie Paton was unlucky enough to plunge through into the freezing water twice.

Charlie, from Stonehaven near Aberdeen, said: "When you're going through there's not a lot you can do about it yourself, so we'd practised what each member would do if someone went through the ice and it worked well."

"Within a minute I was out of the water, and the tent was up in ten seconds. Someone got a stove on and I was out of my clothes in two minutes."

"In that water you can actually die in two minutes so it was a good job the team did getting me out."

After surviving these potential disasters and grinding on for another month, illness and the elements began to take their toll on the team.

Cpl Paul Jones, from North Wales, said: "I got frostbite on my hand on day 35. We walked for a few hours on day 36, but my thumb was just getting colder, so we camped for 48 hours. Then it started to blister and turn black."

"At that point I decided it was best for the team that I came out and it was the right decision. When I got back to Resolute Bay the nurse said that I would have lost my thumb and forefinger as well if I'd tried to go on."

At the same time, Cpl Jason Garland, from Oxfordshire, was going down with a mystery illness. He said: "I'd been rough for a few days but you don't notice it because you're working all the time and there's other things to take your mind off it."

"But when we stopped I just couldn't move. I felt really, really, ill. Like Paul, it was fortunate that I got out when I did. It turned out I had a problem with my liver, a hepatitis virus, so I've been extremely unwell."



● **SURPRISE:** Alan Chambers with a 20-week scan of the baby which is due in August.

"I've been in and out of hospital since I came back but my liver isn't permanently scarred, the scans are fine, and I'm lucky to come out of it unscathed. It was frustrating though. Very frustrating."

Cpl Jones shared Jason's anguish at having to abandon the attempt. He said: "We'd done what is said to be the hardest stage, and we were just under half way, but in the end it was down to each individual to decide and Jason made his decision and I made mine."

"One of the hardest things was that, because we were unsupported, we had to take back all the equipment that we'd come out with. We couldn't leave anything for the others so all we could do was wish them all the best and leave them there."

Soon afterwards the weather closed in, enveloping team leader Cpl Alan Chambers and his remaining team mate Charlie Paton in a thick freezing fog which chilled them to the bone and sapped their morale.

Cpl Chambers, from Scunthorpe, said: "The weather was that bad, we weren't getting a break from anything."

"We had low cloud and thick fog and we couldn't see more than ten metres for three weeks. That was our lowest point."

Then things went from bad to worse when a blizzard blew in and they hit a massive split in the ice which was so wide it could be seen using satellite imagery from space.

Exhausted after two months on the ice, low on food and fuel, the Royals were forced to follow the split while the storm raged, searching for a place to cross.

Cpl Chambers said: "We were very fatigued by then, very low. It was just

one thing after another after another, but we never felt like giving up. We knew we could do it physically and mentally, we just needed the chance to go for it."

They finally got the break they needed when they found a way over the open water lead after a 15-hour slog through the blizzard.

They were back on track, but the many delays meant they were down to a cup of porridge and a chunk of chocolate a day, and vital fuel had to be saved by hanging bags of ice around their necks to melt it instead of using stoves.

With rations so low, Cpl Paton was stunned when his team mate produced a present from his girlfriend Kellie Easton on his 30th birthday.

The Scotsman said: "He had carried a little cake, a chocolate bar, a balloon and a candle all the way from day one, despite the extra weight."

"He'd already given me the raisins from his cereal every morning because he doesn't like them, and I thought, well, he's carried the cake all this way, I can't exactly eat it all myself."

"So I cut it in half and found it was fruit cake with raisins in it, and I thought, right, he'll not eat that, but because we'd no food, he did!"

Their determination to succeed paid off on their 70th day on the ice when they realised they had just stumbled past the North Pole.

Cpl Paton said: "When you're that near the Pole the lines of latitude are so close together it's hard to pinpoint an exact spot and we drifted past it, towards the east. Then we realised, backed-tracked West, and we'd done it!"

The two men celebrated their achievement by planting a Union Jack and a Cross of Saint Andrew at the North Pole and enjoyed a lot of whisky supplied by expedition sponsors Johnnie Walker while they waited to be extracted by an aircraft flying in from Resolute Bay in Canada.

When it arrived there was another surprise for in store, this time for Alan Chambers, whose girlfriend Michelle Board is expecting a baby in August.

Cpl Chambers said: "When the plane came to pick us up the pilot gave me a picture of our baby - its 20 week scan. It was the first thing handed me when they arrived."

At the end of their voyage the men were both around three stones lighter but they were soon back in the UK for a joyful reunion with friends and families at Heathrow airport and went on to a heroes' welcome in their home towns.

They are now putting together a presentation about their voyage and will



soon be touring the UK, promoting the Royal Marines and telling their amazing story.

Cpl Chambers said: "At the moment we are still bringing freight back from Canada, deservicing all the equipment and writing reports for the military and for our sponsors. When we've done that we will be touring the UK with our presentation."

"We've got a busy time ahead of us but we want the end game to be as professional as the expedition was all the way along."

● **ON TOP OF THE WORLD:** Royal Marines Cpl Charlie Paton (right) speaks to the press at Heathrow Airport after the team's triumphant return to the UK. Expedition leader Cpl Alan Chambers (left) was one of four Royal Marines who set a record by skiing 500 miles across Iceland in 1995. He made his first attempt to walk to the North Pole in 1998.



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Teamwork was the key to success

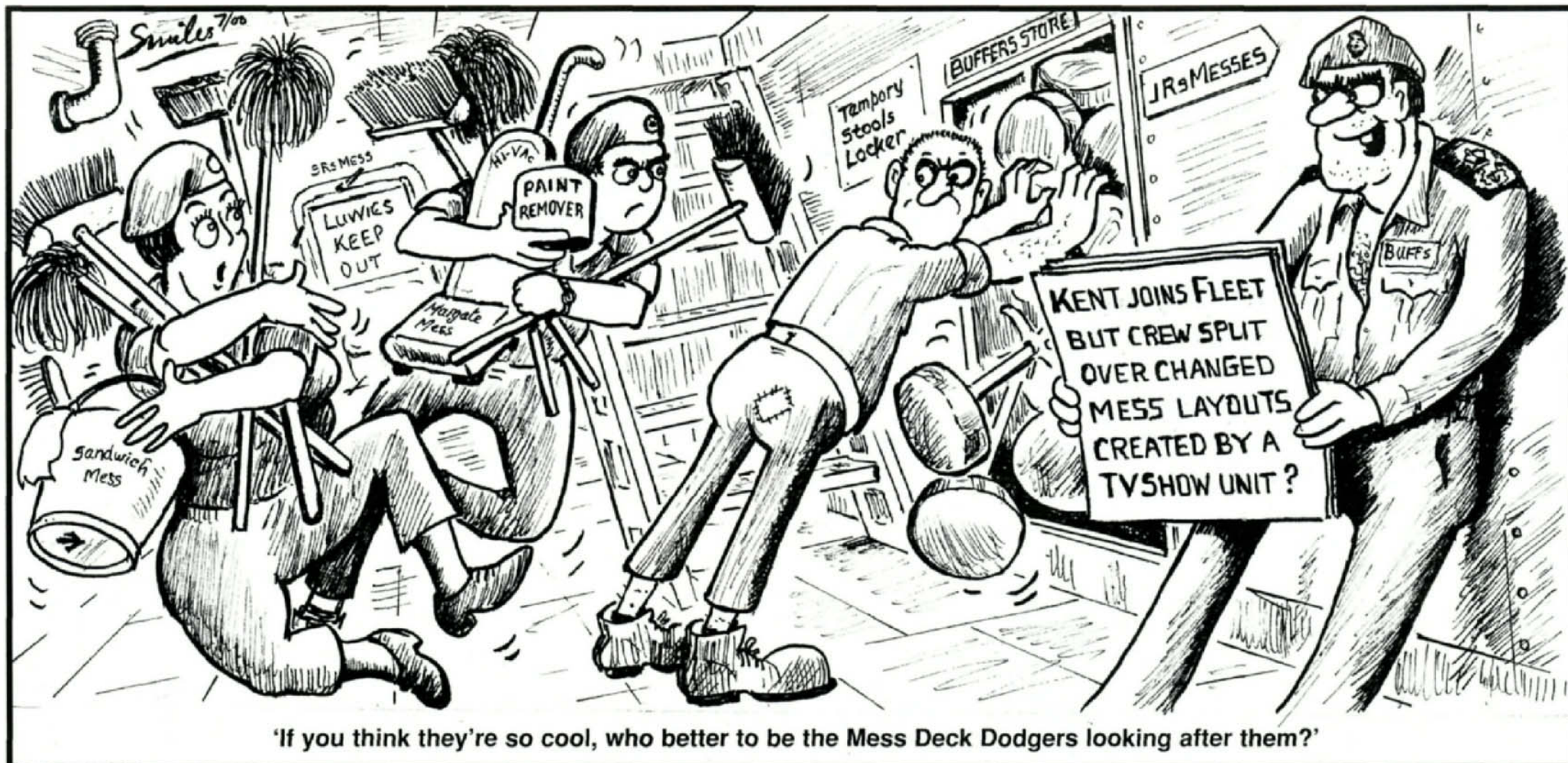
TEAMWORK was the key to Polar Team 2000's success and each man had a vital part to play.

Expedition leader Cpl Alan Chambers brought a wealth of arctic experience to the team, Cpl Paton was in charge of navigation, Cpl Garland arranged their communications and Cpl Jones was PT co-ordinator.

And their Base Camp in Resolute Bay was set up and manned by Cpl Freddy Warwick from Cornwall and Cpl Dave Fox from Surrey.

The six Royal Marines, who are all from Taunton-based 40 Commando, are pictured here (clockwise from the left) Dave Fox, Paul Jones, Jason Garland, Freddy Warwick, Alan Chambers and Charlie Paton.





'If you think they're so cool, who better to be the Mess Deck Dodgers looking after them?'

NEWSVIEW

Not just preaching from the pulpit

LAST month the Rev Bill Matthews invited me, as Editor, Navy News, to a service at St Ann's Church in Portsmouth Naval Base in aid of the Tri-Service Appeal for Mozambique. Could I bring along some kind of badge or artefact representing our organisation?

I picked on a framed front page of our first edition in 1954 as an item I thought might be suitable and, not being a particularly spiritual type, went along in a pretty cynical frame of mind, wondering how many would show up.

Actually, Bill got a full house. The Royal Marines orchestra played a stirring, upbeat set, and the 'Homily' delivered by Mgr Tom Burns was no homily at all (my dictionary defines a homily as being "a tedious, moralising discourse") being well-laced with "in-jokes" which raised loads of laughs.

Audience participation was strong, despite the unfamiliarity of the songs, ceremonial was kept to a minimum, everybody had a good time – and when the collection purses were passed round I noticed mine was well-stuffed with banknotes rather than small change.

As the service ended, the senior Naval officer next to me turned and vouchsafed the simple verdict shared, I dare say, by the rest of those present: "Good stuff, eh?"

I remembered that, a good many years ago, I was "minding" the press party for the delivery voyage of the carrier HMS Ark Royal. The embarked hacks were well-plied with hospitality gin by the builders late into the night, and just before we retired the very young ship's chaplain poked his head around our cabin door. He was planning a service, early the following morning, on the quarterdeck – would any of us care to attend?

He freely confessed that he wasn't expecting many takers and, in a haze of alcoholic goodwill, we all said yes.

And I must say, with due credit to the fourth estate, we all turned out – and enjoyed singing 'For Those in Peril on the Sea' as the Ark's boiling wake surged behind us. Good stuff, indeed, and a truly moving experience.

It has often struck me that the Royal Navy is a rather more spiritual outfit than you might suppose – and that the Naval Chaplaincy thereby deserves more credit than is usually accorded it. Their counterparts in the wider community, recently publicised as being very hard-pressed in finding an audience, might learn something from its no-nonsense, practical approach to pastoral care for a community, around half of which is aged under 25.

The new Chaplain of the Fleet, Simon Golding, is looking to see more chaplains in the front line. Their efforts in the field, in humanitarian work in West Africa in particular, have lately won high praise and he hopes that more will soon win their Green Berets as they undertake Commando training. These people don't just preach from the pulpit.

Nor are they over-concerned, it seems to me, about narrow, ecumenical considerations – they are soon hoping to appoint the Navy's first non-Christian officiating chaplains, representing Buddhist, Hindu, Jewish and Sikh faiths.

Navy News has for long reported the many acts of charity performed by the "helping hands" of the Fleet around the world, which otherwise receive scant attention outside our pages. As I walked out of St Ann's with my front page of our first issue, one of the chaplains standing by the door remarked: "Good choice – Navy News was started by a Naval chaplain." It was, too – the first Editor back in 1954 was the Rev W. J. E. Tregenna-Piggott, OBE, RN.

● St Ann's has alone so far sent away nearly £7,000 to the Appeal for Mozambique.

INTERNATIONAL AIR DAY 2000, RNAS YEOVILTON

Happy landings, 60 years on . . .

CELEBRATING its diamond jubilee this year, RN Air Station Yeovilton pays tribute to the past century of Naval Aviation while looking to the future with its International Air Day 2000 on July 15.

In 1937 the people of the village of Yeovilton, near Ilchester in Somerset, were surprised by a large aircraft landing in a field. The aircraft was a Handley Page Harrow suffering from engine problems and the pilot had picked out what looked to be an ideal landing area.

One year later the Chief Test Pilot at Westlands was instructed to seek out a suitable site for an airfield close to Yeovil – and came to the same conclusion.

Westlands were unable to obtain the site, but the Admiralty wanted to establish a Naval air station in this part of the country, and the land was commandeered in May, 1939. Local curiosity over the sight of Naval uniforms in the local pubs produced one interesting theory – the Navy was going to build a dam across the River Yeo, flood the area and operate seaplanes from Somerset!

Actually the Navy wanted an airfield inland where it could get on with the job of training its crews for operations at sea, and Yeovilton commissioned on June 18, 1940 to become the home of No 1 Naval Air Fighter School.

Sixty years later that role remains unchanged and Naval fighter pilots are still trained there.

Today, Yeovilton is headquarters of the Fleet Air Arm and home to the RN's Sea Harrier, Commando Helicopter and Small Ships' Flights. Its squadrons are never far from the action. Lately the Sea Harriers have been engaged in operations in Bosnia and as part of the allied carrier-

borne force enforcing the No Fly Zone in Iraq.

Last year 800 Sqn, fresh from the Gulf embarked in HMS Illustrious, was diverted on the way home to join the air campaign in Kosovo.

And since 1992 Sea Kings of 845 Sqn have been on active service in the former Republic of Yugoslavia. They are now the longest serving UK unit of any Service in the area, maintaining the reputation of the Fleet Air Arm in meeting the task in all conditions and in a very hostile environment.

Yeovilton has had an exciting 60 years and has developed into a unique military air station operating over 150 aircraft with a mix of Sea Harriers, helicopters and conventional fixed-wing aircraft. It is also fortunate to have reminders of its past as part of it – the Fleet Air Arm Museum which has developed from its humble beginning as a public viewing enclosure with three aircraft on display, to what is now one of the major aviation museums in the world.

The other link is the Royal Naval Historic Flight which main-

tains and flies two (soon to be joined by a third) Swordfish, a Firefly, a Sea Fury and a Sea Hawk.

This year's Air Day will include a large selection of aircraft, parachute and aerobatic display teams, featuring in an extensive flying programme with a grand finale of Europe's largest Commando helicopter assault.

❑ Discounted advance tickets for International Air Day 2000 are available by post or phone. Call 01935 455958 for details.



● Happy landings, 60 years apart: Lt Luke Morgan of 820 Naval Air Squadron carries out test landings on the new Zero landing spot on the flight deck of HMS Illustrious last year. Inset: A Fairey Fulmar undergoes deck landing practice at RNAS Yeovilton in 1942.



● Gathering gloom: Sea Harriers on the flight deck of HMS Illustrious off Sierra Leone.

Carrier proves her versatility

IN JUST five months HMS Illustrious has proved the Navy's ability to fulfil the flexible role demanded of it, from humanitarian relief through to deterrence.

Her four-month routine training deployment to the Gulf saw her Sea Harriers from 801 Naval Air Squadron participating in Operation Southern Watch over Iraq.

While there, Sea Kings from 820 NAS left the carrier with RFA Fort George for a two-week humanitarian mission to Mozambique, where they lifted 537 tonnes of supplies and ferried more than 400 people.

Air crews also brought back a memento – a 10ft dug-out canoe abandoned in the flood-waters.

Sailing back into the Mediterranean, Illustrious flew on RAF GR7 Harriers of 3 (Fighter) Squadron for Exercise Linked Seas, off the Iberian peninsula.

But the order came through to head for West Africa – and the carrier had disengaged from the exercise and was on her way south at full speed within five minutes of receiving the signal, covering 2,000 nautical miles in four days and being the first UK ship in theatre.

The carrier had two roles to fulfil: to help entitled people leave if they wished to, and to support UK operations ashore in Operation Palliser, helping to bring stability to a country torn by fighting between Government and rebel forces.

Her mix of RN and RAF Harriers flew over rebel-held territory – the Sea Harriers flew almost 30 reconnaissance sorties and took nearly 16,000 photographs, while

the GR7s were ideally suited to low-level "presence" flying.

"A fast jet appearing out of nowhere, making a lot of noise over the jungle and disappearing as fast as it arrived has a very great psychological impact," said Gp Capt David Walker, Officer Commanding RAF Cottesmore.

Such sorties had a galvanising effect on the ship's company, who were shown reconnaissance pictures and videos of the low-level flights – one officer said that watching video taken by Harriers at around 100ft felt like being on a simulator ride.

The helicopters of 820 NAS (anti-submarine aircraft, used to transfer people and supplies) and 849B NAS (airborne early warning) also supported these operations – and all military flights were co-ordinated from the carrier.

With Lungi airport secured, dis-

ruption to vital RN courses and family occasions was minimised with some 300 carrier personnel travelling to and from the UK.

While off Sierra Leone, sailors from Illustrious filled nine mail bags and seven boxes with gifts for children at Lungi, including sweets, toys and educational equipment.

Sailors of HMS Argyll, the Atlantic Task Ship (South), RFA Fort George and the Amphibious Ready Group, comprising HM ships Ocean, Chatham and RFA Fort Austin, Sir Bedivere and Sir Tristram, helped Royal Marines stage a football tournament at a staging post for children orphaned or taken by the rebel RUF – many youngsters were scarred or had arms branded 'RUF'.

Illustrious, commanded by Capt Charles Style, returned to Portsmouth after 45 days continuously at sea, and the remaining ships, except Argyll, were due home as Navy News went to press.

Grim tales from shore

SAILORS living in warships off Sierra Leone ran the risk of losing sight of the reasons for their presence, so opportunities to go ashore and report back proved useful.

Lt Cdr Steve Tatham gave his impressions in the carrier's newspaper, saying he was astounded and humbled by what he saw.

Freetown was a city blighted by decaying colonial mansions, filthy shantytowns and open sewers, he said, devastated by years of civil war.

Dirty orphanages struggle to cope with young amputees, the victims of brutal rebel forces.

But most people managed a big smile, and he was thanked countless times, just for British forces being there and providing a measure of safety and stability.

"The photos, and the reports, helped us piece the jigsaw together, and see what the rest of the forces were doing," said Lt Ian Harper, of HMS Illustrious.



● Needed: LMA Stephen Gardiner prepares an inoculation.

● Smiling through: Lt Tom Harrison with children from the Emergency Interim Lane Centre in Lungi – the child in the pale yellow T-shirt (left) bears the scars of a rebel force's branding on his forearm.



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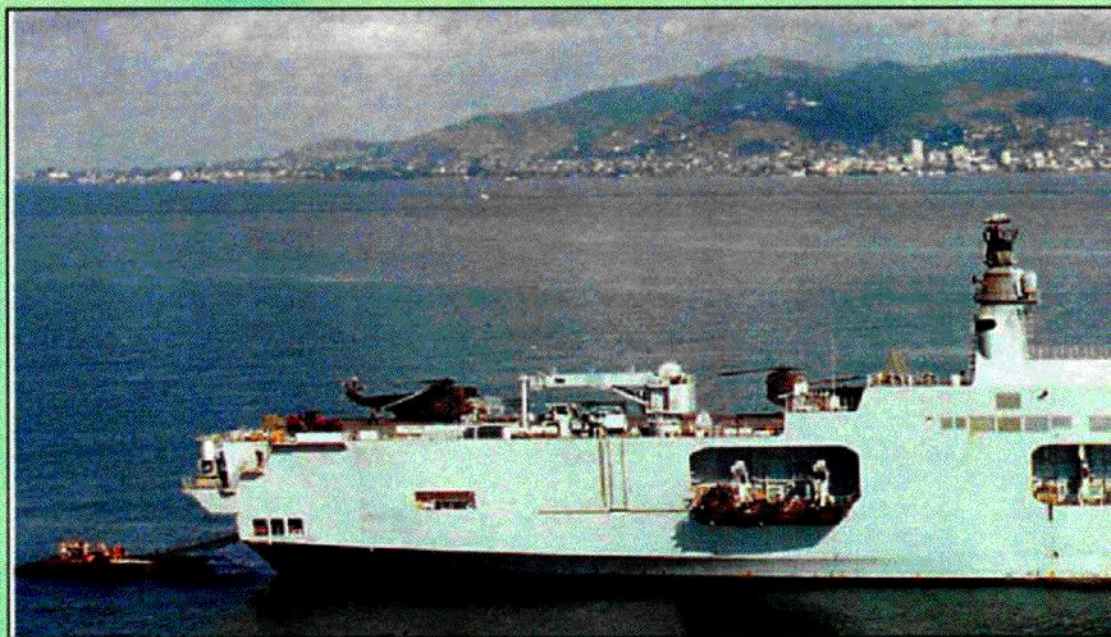
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● Landfall: a Sea Harrier of 801 Naval Air Squadron over a beach in Sierra Leone.

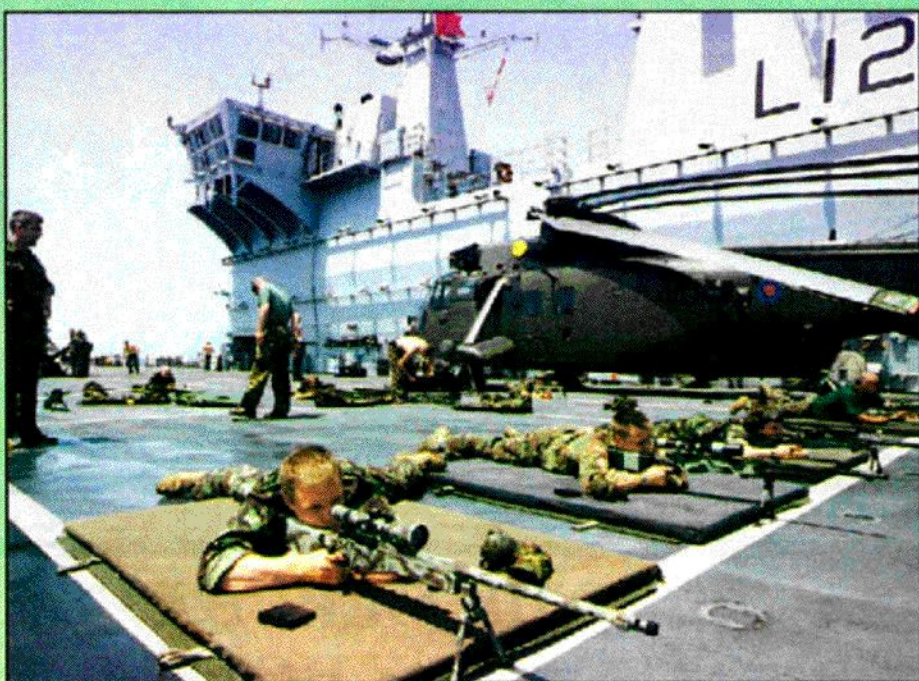


● **MOBILE PATROL:** Royal Marines from 42 Commando man the .50-calibre heavy and general purpose machine guns which are mounted on their adapted Land-Rover.



● **HMS OCEAN:** The helicopter carrier anchored off Sierra Leone as the Amphibious Task Group's embarked.

Amphibious stability to S



● **SHARP SHOOTERS:** Marksmen zero the sights of the new L96 sniper rifle on the flight deck of HMS Ocean before going ashore in Sierra Leone.

● **PRESIDENT KABBAH** (right) visited HMS Ocean to thank the task group for their help in bringing stability to his country. He is pictured with the Commander of the Amphibious Ready Group, Commodore Niall Kilgour, and Ocean's Commanding Officer, Capt Scott Ledbetter.



B RITAIN'S amphibious operation which played a crucial role in Sierra Leone while the UN's peace keeping force.

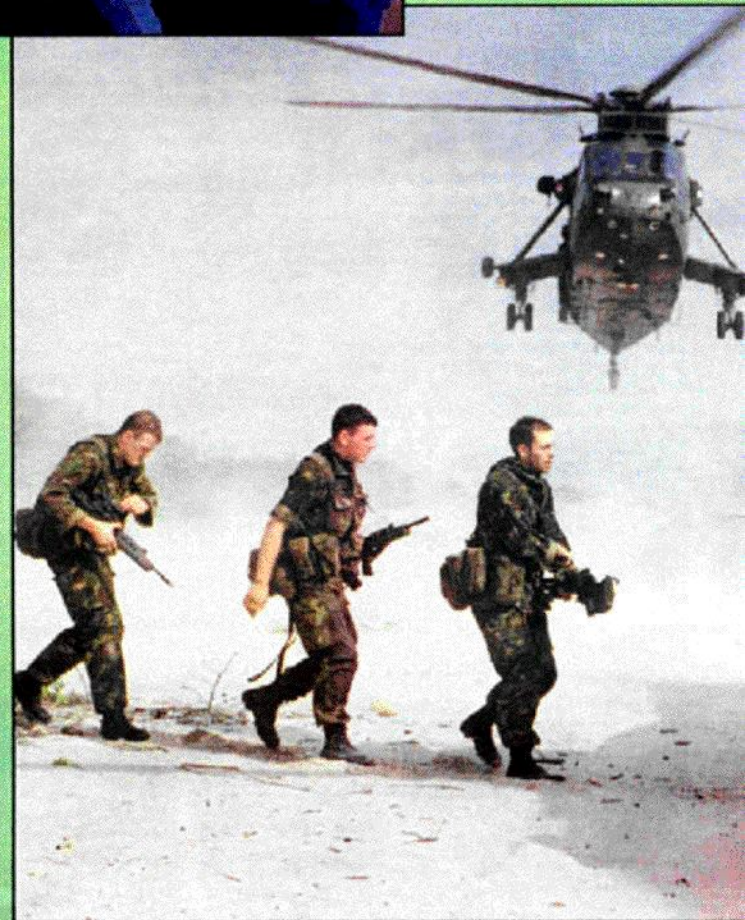
Helicopter carrier HMS Ocean, HMS Chatham, landing ship Tristram and Sir Bedivere, a port ship Fort Austin made port from Gibraltar as the task group towards a full-scale civil.

They arrived within days and met up with HMS Illustrious, HMS RFA Fort George, they formed the most militarily capable Naval task many years.

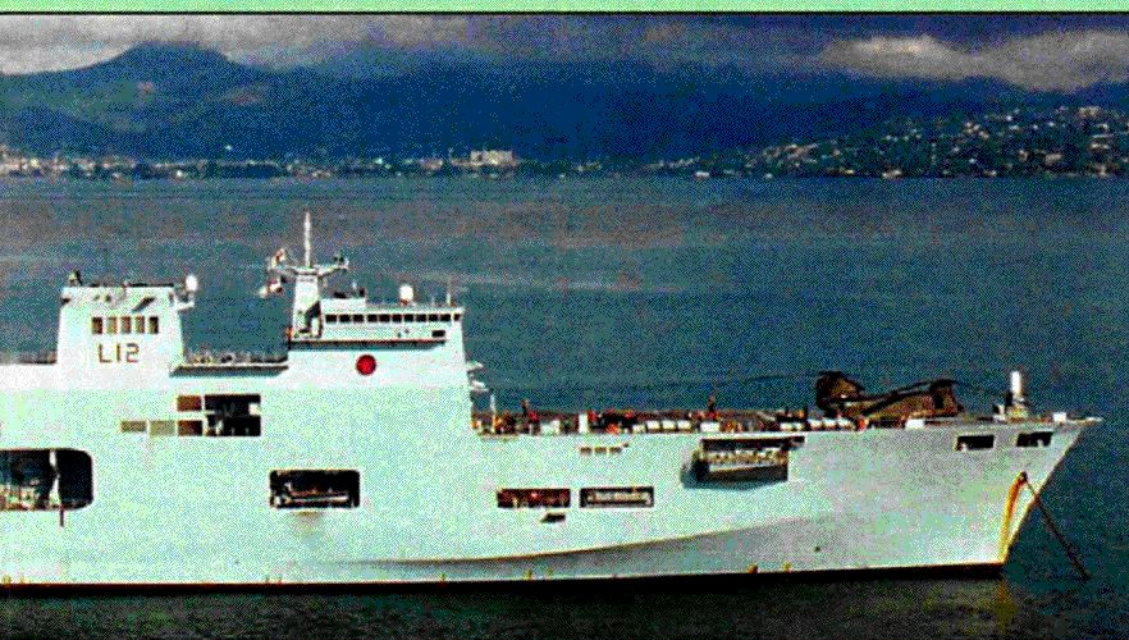
The group led by COMATG Niall Kilgour consisted of more Royal Navy and RFA sailors with 34 aircraft at their comm



● **FOOT PATROL:** Royal Marines spent up to two days at a time patrolling the jungle and villages around Freetown to gather information on the rebel RUF and reassure the local population.



● **SEA KINGS:** Royal Marines from 42 Commando on the shores of Sierra Leone from HMS Ocean.



...d forces help to bring stability ashore by protecting Freetown and the main airport at Lungi.

force brings Sierra Leone

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Commodore
ra than 3,500
in eight ships
and including

RN Sea King and Lynx helicopters, Sea Harriers and RAF GR7 Ground Attack Harriers and Chinook heavy lift helicopters.

After the Parachute Regiment completed the evacuation of British citizens from Sierra Leone, 800 men of 42 Commando and their supporting arms took over the task of securing the capital and the country's main airport while thousands of extra UN peace keepers were being flown in.

They went ashore under the command of Lt Col Andy Salmon, took charge of Freetown and Lungi airport and sent out jungle patrols to defend surrounding villages and strategic approaches from rebel attack.

Their foot patrols, observation posts, vehicle check points and boat patrols helped to ensure the success of Operation Palliser, which saw the rebel advance being turned into a retreat and the UN force rapidly reaching its permitted strength of 11,000.

The highly-successful mission won the

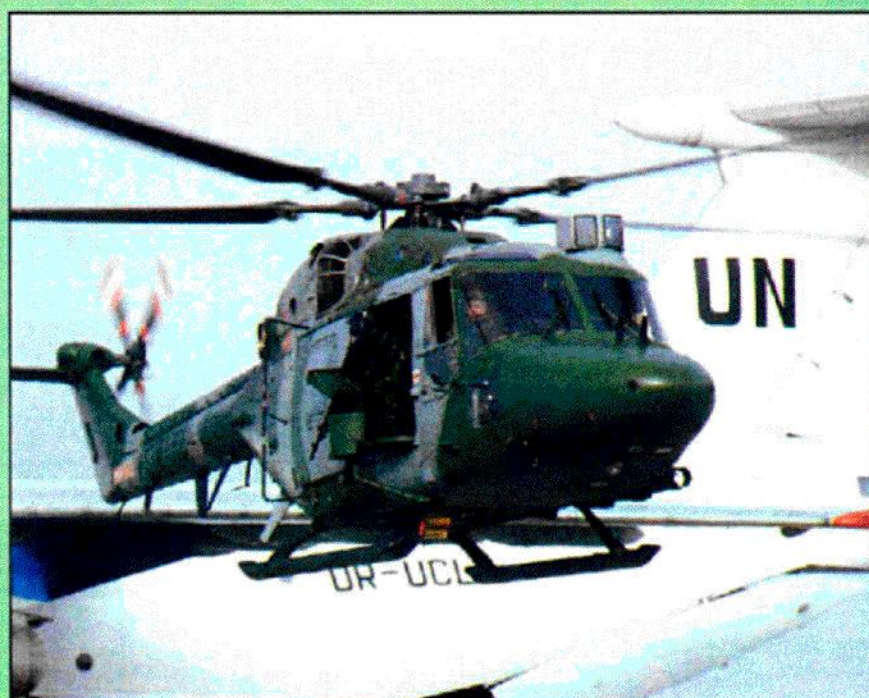
admiration of armed forces world-wide and high praise from Foreign Secretary Robin Cook and Deputy Prime Minister John Prescott who visited them in-theatre.

HMS Ocean's Cdr Steve White said: "Operation Palliser was a fine example of tri-service operations and demonstrated how quickly the Amphibious Ready Group can react to a crisis situation wherever they might be in the world."

The Task Group was withdrawn from Sierra Leone on schedule on June 15 and was due to return to a rapturous welcome at Devonport as Navy News went to press.

HMS Argyll has also left Africa to resume her duties as Atlantic Guardship South.

But RFA Sir Percivale will remain off Sierra Leone for the foreseeable future where she is supporting a 200-strong team from the Royal Anglian Regiment who are in the country to provide infantry training to the Sierra Leonean Army.



● AIRPORT: A Lynx helicopter from 847 NAS on guard at Lungi airport where thousands of extra troops were flown in to bolster the UN peace keeping force.

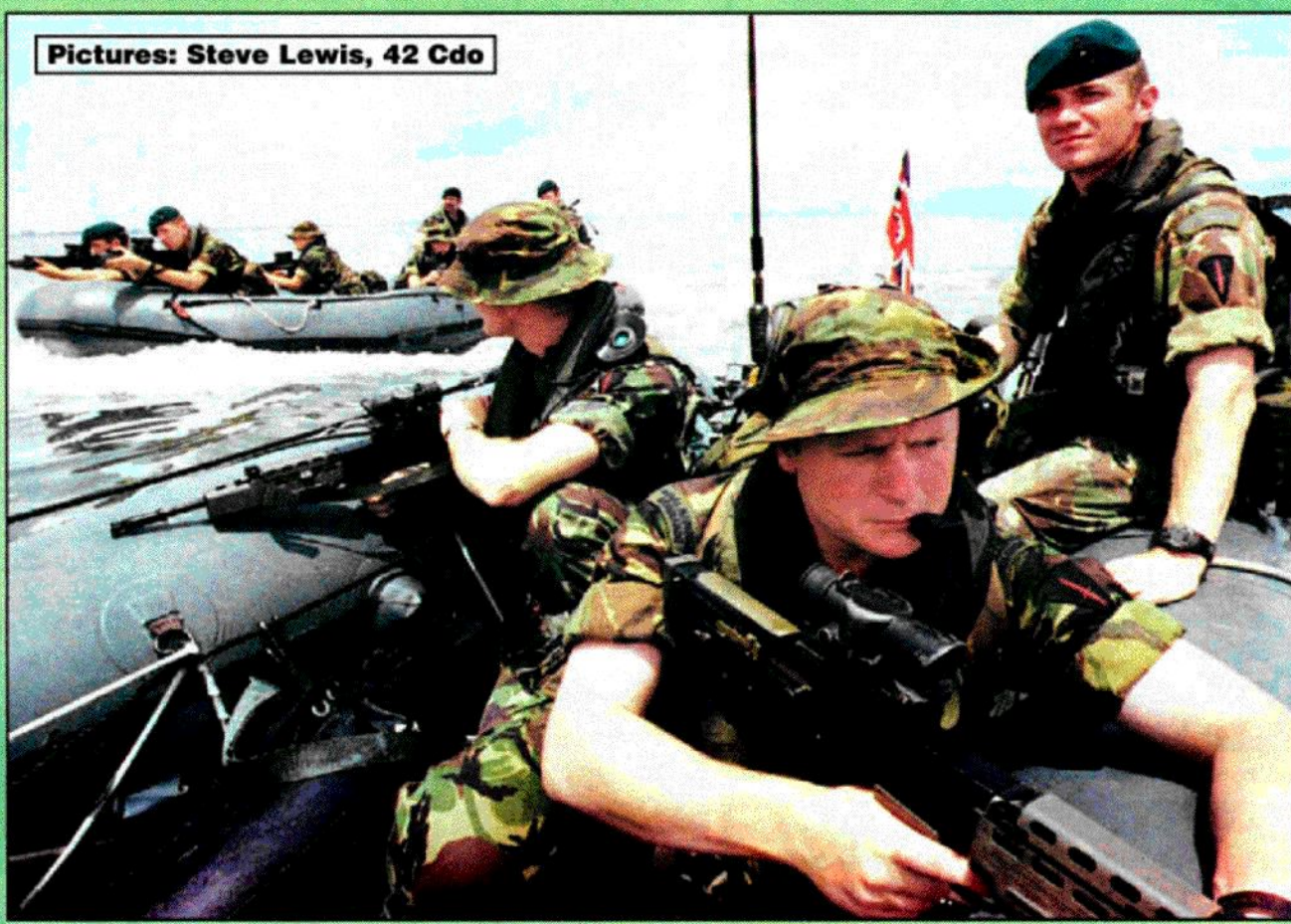


● OBSERVATION POST: A Royal Marine keeps a close eye on the approaches to Freetown in Sierra Leone.



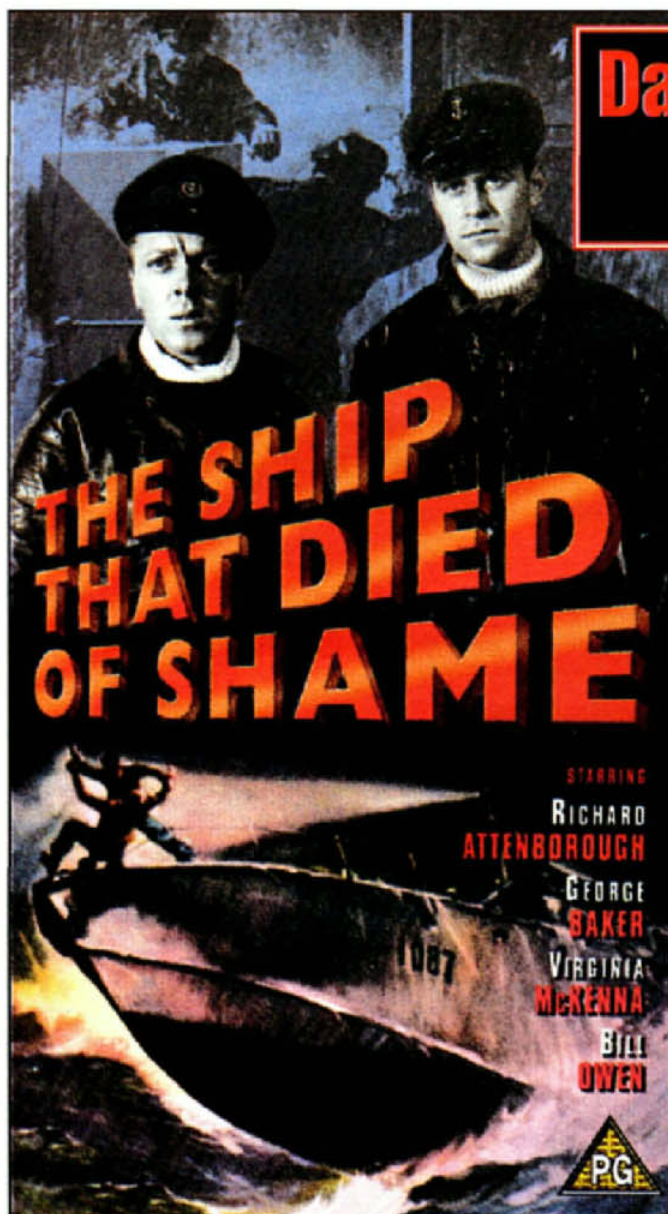
ra Leone. They are embarking in troop-carrying Sea King helicopters

Pictures: Steve Lewis, 42 Cdo



● BOAT GROUP: Royal Marines of 42 Commando take to the water in a boat operated by 539 Assault Squadron. Boat patrols allowed them to sweep local rivers and protect their sea-borne flank from infiltration by the RUF.

At Your Leisure



Dark tale of an MGB

CLASSIC Ealing crime thriller *The Ship That Died Of Shame* is released by nostalgia specialist DD Video this month at £10.99.

Based on the novel by Nicholas Monsarrat and starring Richard Attenborough in one of his most sinister roles, with George Baker, Virginia McKenna and the late Bill Owen – best known as Compo in TV's *Last of the Summer Wine* – it tells the story of a (fictitious) RN Motor Gunboat.

MGB 1087 has a fine record – but after the war her old crew are unable to find honest employment. They buy her from a scrapyard, refurbish her – and embark on a life of smuggling.

Post-war Britain is in the grip of rationing and the rewards are high. Then one of the crew sees an opportunity to make even more loot by running counterfeit money and guns for London gangsters and the mood on board darkens...

From Dunkirk to VE Day the MGBs, MTBs and Motor Launches of the Coastal Forces fought over 780 actions, sinking 800 enemy vessels, including 48 E-boats. Having fired 1,169 torpedoes, their percentage of hits and probable hits bettered that of the Submarine Service.

Does anyone know which vessel(s) were used in the film?

● The original painting offered as the prize in the competition (below) is by aviation artist Edward Ash, who in 1999 was one of a select number of British aviation artists to be invited to exhibit in the prestigious International Aviation Art Competition by the American Society of Aviation Artists.

With the end of Sea Harrier FRS Mk 1 operations in August 1994, the Sea Harrier FA Mk 2 became the Royal Navy's operational evaluation unit, soon operating over Bosnia. No 801 Sqn, deploying its FA Mk 2s in HMS Ark Royal in January 1995 became the first front line operators of this aircraft.

The artist will appear with the painting in the service display hangar during RNAS Yeovilton's Air Day on July 15 (see page 18).

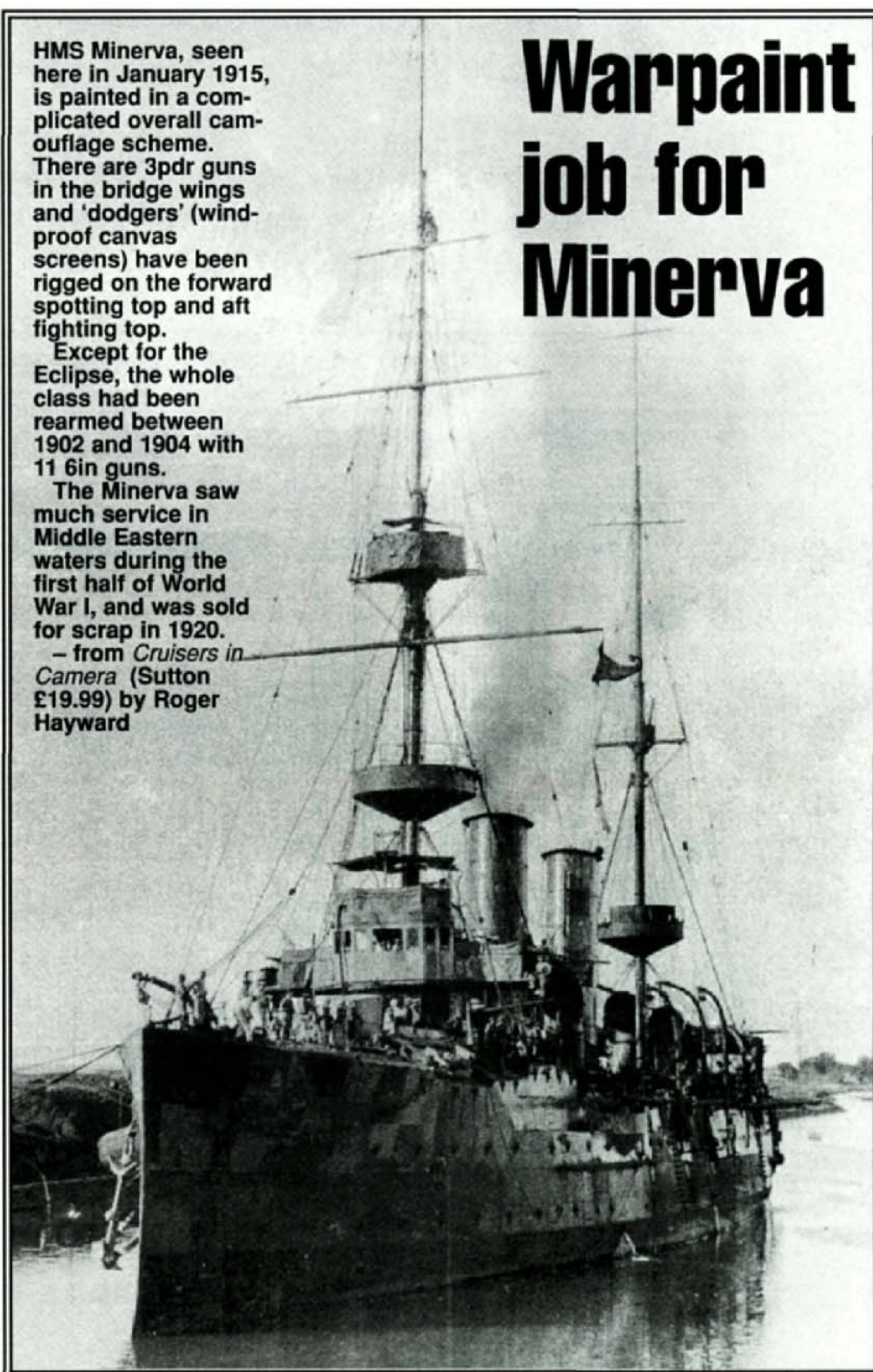
Warpaint job for Minerva

HMS Minerva, seen here in January 1915, is painted in a complicated overall camouflage scheme. There are 3pdr guns in the bridge wings and 'dodgers' (wind-proof canvas screens) have been rigged on the forward spotting top and aft fighting top.

Except for the Eclipse, the whole class had been rearmed between 1902 and 1904 with 11 6in guns.

The Minerva saw much service in Middle Eastern waters during the first half of World War I, and was sold for scrap in 1920.

– from *Cruisers in Camera* (Sutton £19.99) by Roger Hayward



ScreenScene – by Bob Baker

Enigma variation submerges fact

THE NEW Hollywood war movie *U-571* tells how a fearless band of American sailors captured the first Enigma encryption device from a Nazi submarine.

History, of course, records that the first such machine was actually seized by Lt Balme, RN, following an action by HMS Aubretia and HMS Bulldog, six months before America even entered the war.

When it was put to him that his film was literally a travesty, a shameless appropriation of another country's history, the star Matthew McConaughey responded in a TV interview: "That's your opinion but, you know, if things had gone the way we show them in the picture, well, that's pretty much the way it would have happened."

If his acting career ever falters there's probably a future in politics awaiting Mr McConaughey, although sentences like the one just quoted really need a brazen "Let me make this absolutely clear" to be truly effective.

Anyway, the argument is that *U-571* is meant to be primarily an action blockbuster, with Enigma an incidental plot gimmick. As such, it's certainly lavish, noisy entertainment, full of bad enemy marksmanship and stuffed with crises of every description, all involving much rushing about against a background of hissing steam and clanking pistons.

Submariners should have a good time applauding the authenticity/making fun of the absurdities, as appropriate. But the controversy remains. Hollywood reckons that the picture is merely an entertainment and it misses the point to take such things seriously.

True enough, no doubt, but it would be interesting to test the proposition further with, say, a movie about Scotland Yard's relentless pursuit of Al Capone, or one about the six Manchester lads who raised the Union Jack on Iwo Jima...

Anyone who still reads, or remembers, the novels of Dennis Wheatley will know what to expect from *The Ninth Gate*. It's the duel

of wits between a suave, devil-worshipping millionaire and a resourceful young hero, with strange encounters in remote country houses and ruined abbeys, and with an extremely high death rate among subsidiary characters.

As it happens, *The Ninth Gate* isn't actually based on one of Wheatley's stories, but the atmosphere and the ingredients are so identical, you feel he's present at least in spirit.

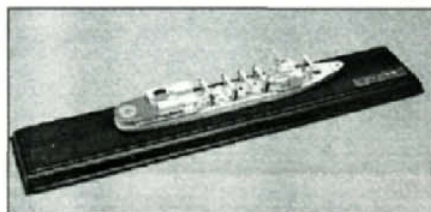
The plot gimmick here, the Enigma equivalent, is the search for a series of ancient books which will reveal the deepest, darkest secrets of the Prince of Darkness.

Johnny Depp is the streetwise book detective caught up in the Satanic toils, while Frank Langella takes what would once have been the Vincent Price role: the evil mastermind.

It's not remotely frightening, nor does it really try to be, it's simply an engrossing, rather old-fashioned yarn, with a lot of good things going for it, not least the imposing score by Polish composer Wojciech Kilar.

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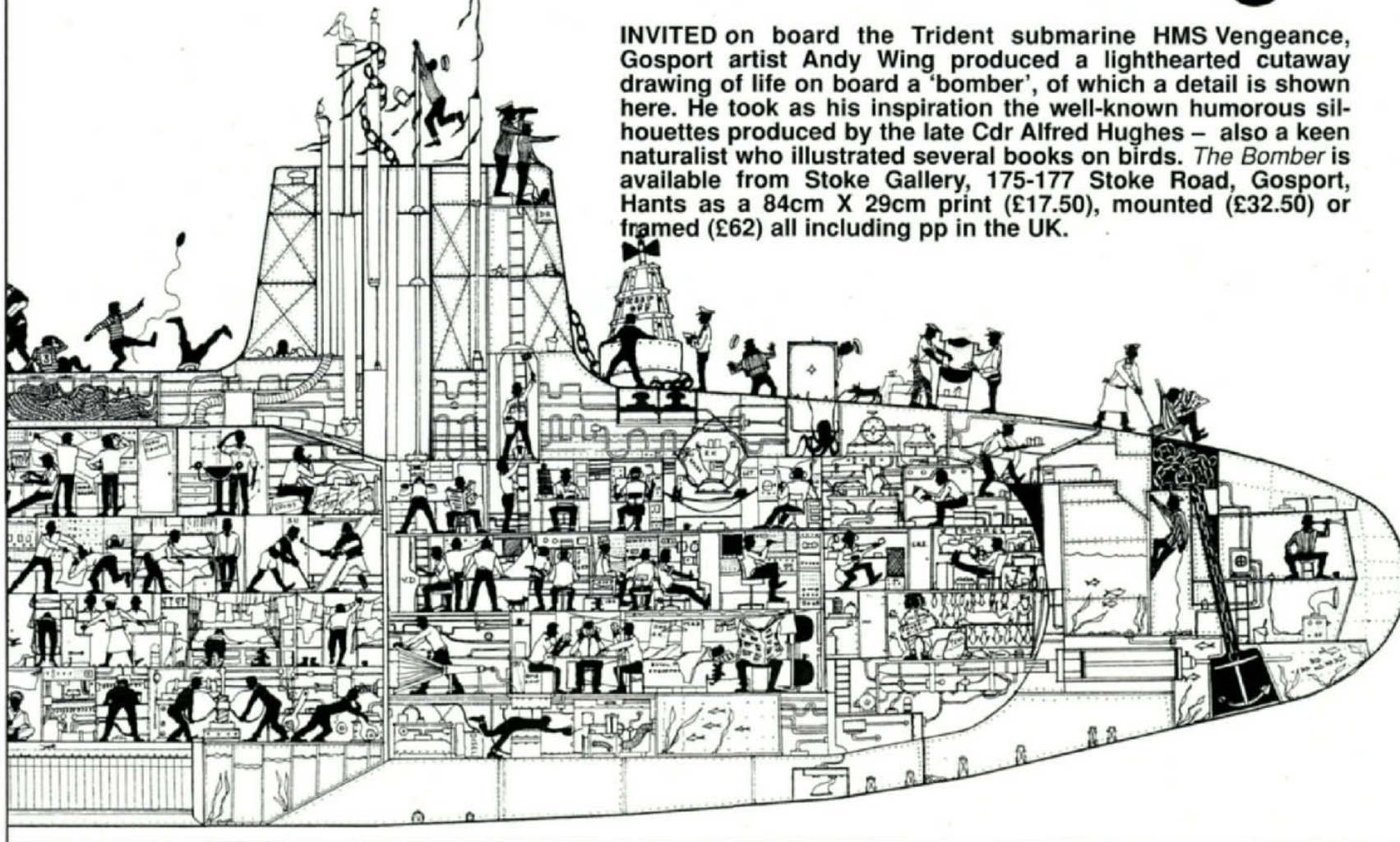
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At Your Leisure

The sardine's revenge

INVITED on board the Trident submarine HMS Vengeance, Gosport artist Andy Wing produced a lighthearted cutaway drawing of life on board a 'bomber', of which a detail is shown here. He took as his inspiration the well-known humorous silhouettes produced by the late Cdr Alfred Hughes – also a keen naturalist who illustrated several books on birds. *The Bomber* is available from Stoke Gallery, 175-177 Stoke Road, Gosport, Hants as a 84cm X 29cm print (£17.50), mounted (£32.50) or framed (£62) all including pp in the UK.



Historic Lists go on CD

FOUR CDs of historic Naval documents have been produced by a Portsmouth company working with the City Library.

Realvision Imaging Solutions have so far copied the *Navy Lists* of May, 1805 and August, 1914, the *Marines List* of 1834 and a *Photographic History* of Portsmouth Dockyard 1900-20 compiled by Mark Pescott Frost.

Lottery money has been applied for by the Naval Libraries & Museums Consortium with a view to eventually recording the entire Navy List in this manner.

The CDs require no special software to be viewed and each carries an index to assist with browsing.

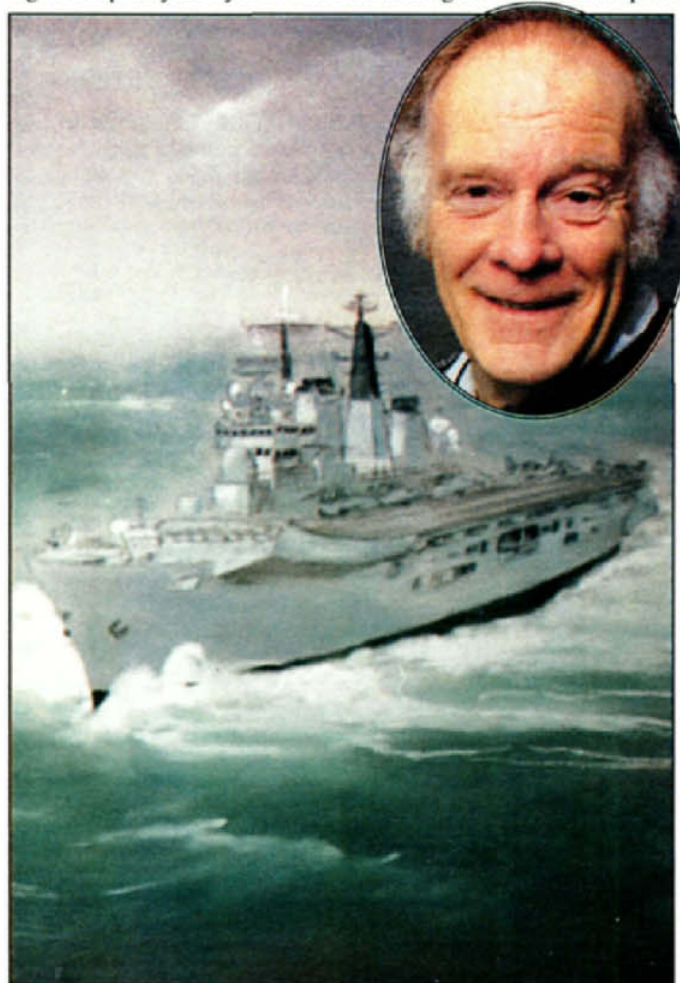
The 1805 *Navy List* was the last to be published before Trafalgar while the 1834 *Marines List* gives a fascinating insight into the world of the Marines, complete with pay scale details.

The 1914 *Navy List*, published on the very eve of war, gives a full listing of British and Commonwealth Naval and Marine officers. Details are given of ancillary support establishments such as Training Stations, Coastguards, airfields, hospitals, colleges and orphanages.

All are available at £9.95 from RIS at Suite 407, Victory House, Somers Road North, Portsmouth PO1 1PJ.

Painting helped paralysed Tony to master stroke

A FORMER Royal Navy sailor who learned to paint pictures in pastel with his left hand after his right was paralysed by a stroke is exhibiting his work in Hampshire next month.



Tony Spencer (66) joined the RN from an orphanage in 1950, serving for ten years and leaving as an acting yeoman of signals. Then, at the age of 49 he suffered a stroke which paralysed his right side.

He told *Navy News*: "After a frustrating period I got myself together and learnt to use my left hand. From this came the idea of learning to paint. This I've done with my left hand, although my right hand has more or less come back to normal."

Tony's paintings are works of quality by any standard, many of them reflecting his Naval service and his love of the sea on which he still sails for pleasure.

The works on view at his 'Shades of Pastel 2000' exhibition at Homewell House, Havant, on August 4-6, will include paintings of warships, tall ships, yachts, seascapes and landscapes. Among them is one of HM submarine Affray which was lost with all hands in 1951, and a portrait of the New Zealand tall ship Eye of the Wind, which Tony sketched while sailing his catamaran.

Homewell House, the local HQ of the Conservative Association is at the rear of St Faith's Church. It is Tony's fifth exhibition and he says that most of the paintings will be on sale at reasonable prices.

● Detail from 'Invincible', by Tony Spencer (inset), now owned by Rear Admiral Roy Clare, her former CO and now Director of the National Maritime Museum.

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School club for Latin lovers

IN THE light of a nationwide revival of interest in Latin, Portsmouth High School is offering its girls in Year 6 the opportunity to study the language as an after-school club activity from September.

Thanks to characters from the new Latin textbook – Minimus the mouse and Vibrissa (meaning whiskers) the cat, who live with their human family in Roman Britain, there is an increasing demand for Latin lunchtime activities, and after-school clubs in primary schools throughout the country.

Minimus is designed to support primary-level work on the structure of English by its lively presentation of grammar and its investigation of English vocabulary derivative words.

At Portsmouth High School, Dr Lynette Watson, Head of the Classics Department, will be trialling this new initiative in September with some of the junior pupils.

The school is fortunate in having a member of staff who is able to run the course, as there is a shortage of people to organise clubs – an appeal has been made for grandparents with Latin to volunteer to help out.

Penelope Kirk, Head of the Junior School, said: "I am delighted to be offering something totally different to the girls in the school, which will also complement the Literacy Hour and support our course in history."

Course books and clubs have received support from the Latin Primary Project, and national and international businesses have contributed financially.

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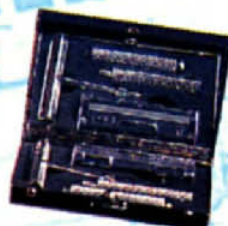


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Roebuck works with France and Portugal

SURVEY ship HMS Roebuck worked closely with ships from France and Portugal to ensure the success of the NATO exercise 'Linked Seas.'

She was away from Devonport for two months for an extensive round of survey operations to provide vital data for the warfare stage of the exercise.

And the deployment necessitated regular stand-offs in Lisbon and Setúbal to down-load information and take on stores.

Working with her counterparts in the French and Portuguese navies she made observations on everything from shallow water bottom features to oceanographic and meteorological patterns.

And during the exercise itself she gathered intelligence and conducted boarding operations against 'enemy' vessels.

Roebuck's CO, Lt Cdr Graham Turnbull, said: "The programme was wide and varied and the deployment provided a great opportunity for our ship to display her operational flexibility and adaptability."

After Linked Seas, HMS Roebuck put in for a short maintenance period and she is returning to survey operations later in the month.

Dutch ship training at Devonport

DUTCH frigate HNLMS Van Amstel has been visiting Plymouth for a five-week package of training.

The Van Amstel has just completed training in the Netherlands navy training squadron after a major overhaul.

But the five-weeks under Flag Officer Sea Training at Devonport is designed to bring her fully up to speed before she joins NATO's Standing Naval Force Mediterranean.

The ship has a complement of 147 sailors and officers and she entered service in 1993. The ship displaces 3,300 tonnes and her armament includes a 76mm gun, torpedoes, Harpoon anti-ship missiles and Sea Sparrow anti-aircraft missiles.

Van Amstel's Commanding Officer, Cdr Carl van Haaster, said: "After this training we will sail away as a fine-tuned operational ship with a team on board convinced that it has given its best. Apart from that, we are looking forward to a pleasant stay in Plymouth."

The Netherlands is one of FOST's biggest overseas contractors, with four or five Dutch warships are put through their training programme each year.

PRINCE MICHAEL DROPS IN

PRINCE MICHAEL of Kent has made two visits to Naval Reserve units in his capacity as Honorary Commodore of the RNR.

At HMS Eaglet in Merseyside he presented long service and good conduct (LSGC) medals and an Investors in People Award.

And on his first visit to HMS Dalriada in Greenock he congratulated personnel for winning the Thornycroft Trophy for most effective unit, presented a Reserve Decoration and another LSGC, and bade farewell to Lt Cdr Peter Greenhalgh who is leaving the Service after 40 years in uniform, the last five at HMS Dalriada.



● DALRIADA: HRH Prince Michael of Kent chats to Lt Cdr Greenhalgh (left) Marian Rennie and CPO Mal Pounder on his first visit to the unit at Greenock.

Minesweepers back from Gulf

HMS ATHERSTONE has returned to Portsmouth after a 22-week deployment to the Gulf with her sister ships HMS Bridport and HMS Inverness and the survey ship HMS Beagle.

The long voyage to the Gulf saw fuel stops at Gibraltar, Sicily and Crete and a speedy double engine change for Atherstone at Oman.

After visits to Abu Dhabi, Bahrain and Al Jubayl they encountered the forceful North-Westerly wind known as the Shemal which tested some of the strongest constitutions.

Then they rendezvoused with HMS Illustrious, HMS Gloucester and HMS Monmouth, at the start of three major exercises with the carrier group, the Royal Saudi Navy and a large multi-national

exercise known as Arabian Gauntlet 2000.

On the way back there were visits to Muscat, Salalah and Djibouti, a week at the Red Sea resort of Eilat where the sailors dived on coral reefs and made excursions to Jerusalem and Petra in Jordan. And after a transit of the Suez Canal they called at Malta, Ibiza and Lisbon before reaching Britain.

While her sister vessels returned to Scotland, Atherstone docked for a five-week maintenance period in Portsmouth and will spend the summer surveying the UK Coastline.



● WELCOME HOME: HMS Atherstone returns to Portsmouth after her highly-successful deployment to the Middle East.

Acton's name lives on

THE FAMILY of a Naval officer who was killed in the Turkish earthquake disaster last year visited HMS Atherstone for an important ceremony when she returned from the Gulf.

Lt Cdr James Acton was the operations officer for MCM1 and was in Turkey to arrange a visit by British minesweepers when the earthquake struck last August.

In his memory, the annual Minewarfare Efficiency Trophy was replaced with a handsomely engraved silver salver and renamed the James Acton Trophy.

This year the renamed trophy was shared between HMS Atherstone and HMS Sandown for their work in clearing bombs and missiles which were jettisoned in the Adriatic during NATO's air campaign in Kosovo.

HMS Atherstone has held the trophy for the last six months but after her return to Portsmouth it was handed back to Mrs Alison Acton, who then formally presented it to Lt Cdr Gordon Abernethy, CO of the Faslane-based minesweeper HMS Sandown. Sandown keeps the trophy until the end of the year.

Tactical trainer goes on line

A NEW ERA in operations room training has begun with the opening of a £20-million simulator at HMS Dryad.

The new Combined Tactical Trainer built by Alenia Marconi Systems is a complete replica of a Type 23 ops room.

And it will allow warfare students to become proficient at every aspect of their work before they join their first ships.

Although the system is expensive, it is expected to pay for itself before the end of the year with the savings made by not having to use real ships, submarines and aircraft in future training exercises.

The facility will also provide the opportunity for Ships Command Teams to engage in refresher training.



● UP AND RUNNING: The new tactical trainer at HMS Dryad which was officially opened by Vice Admiral Jonathan Band.

Sweet memories from visit to York



● SWEET TOOTH: Cdr Paul Porter passes some of the 4,000 sweets to OMs Mellor and Kirby and MEAs Godden and O'Conner, with Surg Lt Roland Woods on hand just in case!

HMS YORK was surprised and delighted to receive a gift of 4,000 sweets during a visit to an affiliated charity in their namesake city of York.

The ship's Commanding Officer, Cdr Paul Porter, was visiting Galtres School with a party of sailors from the ship when the sweets were presented by headmaster George Gilmour.

They had been collected by the parents and teachers of children at the school as a gesture of thanks for the generosity which has been shown by the ship's company in recent years.

As a reminder to look after their teeth, a tube of toothpaste was also presented with the sweets and Surg Lt Roland Woods went along with his mobile dental clinic just in case!

During the visit to York two sailors from the ship were honoured by the city's Company of Merchant Adventurers.

CPO Nick Giles and LSA Simon Tracey were awarded an engraved tankard after they were nominated for the awards by Cdr Porter, who said they had made the most valuable contribution to their unit and the wider community.

And there was another award for HMS York's affiliated Sea Cadet unit, TS York.

Ordinary Cadet Gary Benton was chosen as the unit's 'Man of the Month' and was also presented with a tankard by the Governor of the Company of Merchant Adventurers, Mr Lindsay Mackinlay.

IN BRIEF

Craftsmen at work

THE ONLY surviving landing craft from the Falklands War is being refurbished by 539 Assault Squadron.

The unit, which is based at Turnchapel, volunteered for the job and collected the landing craft vehicles and personnel (LCVP) from the Royal Marines Museum at Eastney, Portsmouth.

Baroness at Collingwood

BARONESS Blackstone has paid a visit to the RN's Weapons Engineering and Communications school at HMS Collingwood.

During the visit The Minister for Education and Employment presented end of course certificates and was briefed on the civilian and Navy modern apprenticeship schemes currently being taught at HMS Collingwood.

Grant for St Vincent

STAFF at the Whitehall Communications Centre St Vincent are celebrating the award of grants worth £16,000.

The money, from The Sailor's Fund and Fleet Amenities Fund, will pay for sports equipment which will help them to stay in shape despite the fact that they are based in the centre of London.

BFBS offers its support

BFBS Force Radio has launched a new initiative to help Service support charities to get their message across.

'Forces Action' will help them to reach the 90,000 British Servicemen and their families who are stationed all over the world.

Forces Action Manager Jonathan Bennett said: "We aim to maximise the effectiveness of these agencies by ensuring the central message is put across on a global level."

Mary Rose Trust forms new firm

A NEW company has been formed by the Mary Rose Trust in Portsmouth to offer its expertise to marine archaeology projects world-wide.

A 12-strong team will be available to provide advice on all marine conservation and archaeological matters ranging from environmental and impact assessment to the storage and display of relics.

The team, which looks after the Tudor hull of the Mary Rose, is already engaged in a number of archaeology projects around the UK.

Air Day at Newark

MARITIME PATROL and Search and Rescue aircraft enthusiasts should head for Nottinghamshire on July 22-23.

Newark Air Museum is running an event based around that theme at Winthorpe Airfield, and their Shackleton Mk 3 aircraft WR977 will be on display. For details call Ros Blackmore (day) on 01636 707170 or Howard Healey (evenings) on 0115 920 1536.



A message from Commodore Naval Drafting

Jointery brings billets inshore

DECEMBER'S Drafty article mentioned the developments made last year in ratings' career management and said that one particular facility, the 'local drafting office' in Devonport, might lead to a wider application.

Well, things have moved fast. There has been a growing demand for advice on drafting and wider career aspects at the waterfront, and in May a Drafting and Career Management Liaison Office (DCMLO) was established in Portsmouth in the former D3/D5 Squadron Offices on Victory Jetty.

This is open now for all ratings of all branches in the naval base to seek information on drafting options and more general naval career advice. Details are in RNTM 101/00.

At the same time, as announced in another RNTM (102/00), the Devonport office (which has run the 6FS Continuity Drafting scheme since April 99) was expanded to provide a full DCMLO service for all ratings in that naval base.

Later in the summer, the third DCMLO will open in Faslane to give all ratings on the Clyde their own facility.

Great things are expected of these new Liaison Offices, giving ratings face to face contact with my drafting representatives and supplementing the divisional system.

All ratings in the naval bases who wish to make use of this ser-

vice are encouraged to book an appointment. The RNTMs mentioned above provide details of contact numbers etc.

The other development I want to highlight in this article is the increasing opportunity for ratings to serve away from traditional naval areas in the UK.

Probably the most publicised change is that affecting the fixed-wing Fleet Air Arm community, relocating from Somerset to East Anglia.

Under Joint Force 2000, the three RN Harrier squadrons, together with their associated second line support elements, will move to RAF Cottesmore and RAF Wittering in 2003.

RN personnel are already serving with the Harrier Engineering Authority at RAF Wyton.

Some opportunities have arisen too for rotary wing FAA, with two exchange billets with REME in Germany and one with the Army at Wattisham near Ipswich.

The advent of the Joint Helicopter Command is expected to generate a small number of posts at HQ Land, Wilton.

Recent developments have seen an increasing requirement for Photographic branch ratings to specialise as Image Analysts. After their specialist training IA ratings can expect to spend much of their time at the Joint Air Reconnaissance and Intelligence Centre in Huntingdon.

The move towards more jointery, with the establishment of organisations like the Defence Procurement Agency and Defence Logistics Organisation, have created opportunities across the board for all branches.



In the future, a few 'Weaponers' could find themselves at Didcot, while Integrated Project Teams (IPTs) at Bath and Abbey Wood (Bristol) will demand Artificers with procurement and research skills and are already leading to a migration for some away from the more familiar base ports.

IPTs at Abbey Wood will also involve many warfare branch senior ratings in the cutting edge of future warship design and procurement, working closely with the Civil Service and industry.

Communications Technicians already do much of their training within a tri-service environment and their future professional employment is likely to be wide ranging both in a professional and geographical sense.

The Defence Communications Services Agency (DCSA) covers all the tri-service communications requirements and as such Communicators and Radio Maintainers can expect to find themselves working with all three services at home and overseas. The Headquarters of the DCSA will shortly be established at Forest Moor in Yorkshire.

In addition a large number of personnel are employed by the Permanent Joint Headquarters (PJHQ) at Northwood. They could end up working anywhere in the world, possibly at short notice. In recent years this type of 'individual deployment' included Kosovo and Cambodia.

Equally a few could soon be serving on the staff of the new Command and Staff College being set up at Shrivenham in Wiltshire.

The Supply Branch has for some time been well represented in

Situations vacant

VOLUNTEERS are sought for the following jobs:

POAEM(L)/(M) for Cdre Naval Aviation. A shore billet at Devonport. Air Engineering Rep, required Oct for 18 months.

AB (Any) for HMS Cambridge. A shore billet near Plymouth, security duties, from August for six to 18 months.

AB (Any) for Capt Base Port (DLO) at HMS Drake. A shore billet at Devonport, security duties, from August for 6 to 18 months.

AB (Any) for BRNC Dartmouth. Security duties, from August for six to 12 months.

"other areas" at home and overseas, and this will continue.

It is the Medical branch, however, who will see some radical changes with the establishment in Birmingham of the Centre of Defence Medicine.

They already have opportunities to serve in the Defence Secondary Care Agency in what used to be Army or RAF hospitals and, now, military wings of NHS hospitals.

So there is plenty of interesting employment if you want something a little different.

Details of all these opportunities can be sought from your drafting desk.

As always the message is keep in contact through the divisional system and let us know your preferences.

Commodore John Musters, Commodore Naval Drafting.

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Mayor: 'You have thousands of friends here'

Bond flourishes with Freedom of Ipswich bestowed on 'proud' Grafton

"YOU have thousands of friends here and we will always be pleased to see you."

Mayor of Ipswich Cllr Don Edwards bestowed the Freedom of the Borough upon its affiliated ship, HMS Grafton, as she paid her fourth visit to the town last month.

Despite unseasonal weather, spirits were not dampened as the Type 23 frigate's ship's company exercised their right to march through the streets with "swords drawn, bayonets fixed, drums beating and colours flying".

They were supported by the band and soldiers from their affiliated Army regiment, 4 Army Air Corps, and a smart turnout from the Ipswich RNA.

Among the guests were the ship's sponsor, Lady Abbott, accompanied by her husband, Vice Chief of Defence Staff Admiral Sir Peter Abbott, and the Duke and Duchess of Grafton and their son, the Earl of Euston.

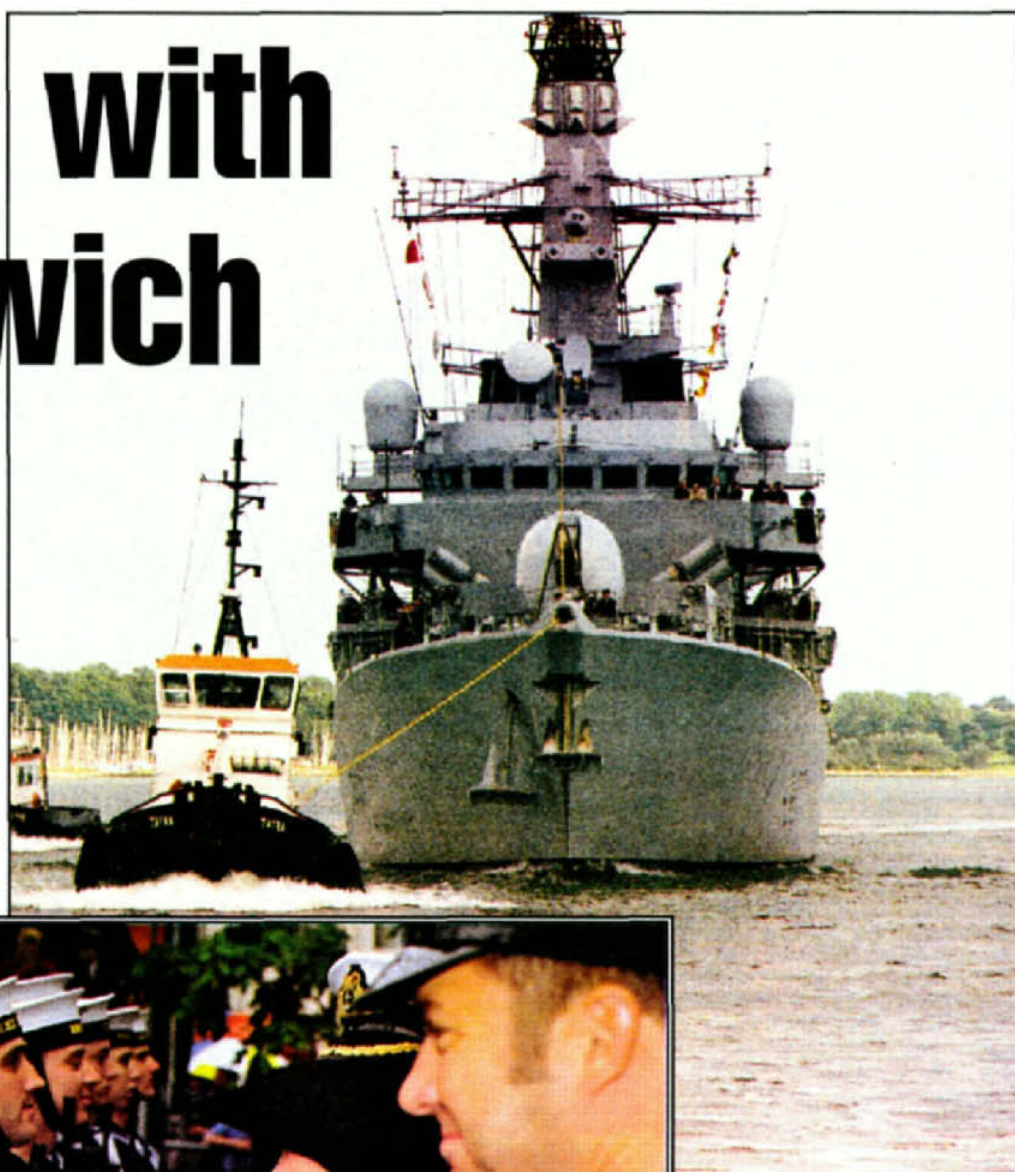
Said commanding officer Cdr Bob Sanguinetti: "It is marvellous that the bond between the ship and the Borough of Ipswich has flourished since the ship was built – the ties are both strong and genuine. Being granted the Freedom is a tremendous privilege of which we are all very proud."

Commissioned in 1997, HMS Grafton has now paid four visits to the town and the opportunity was taken to reaffirm other local links.

Cdr Sanguinetti took the salute at Divisions in front of over 600 students at the Royal Hospital School, Holbrook. 'Ground Force Grafton' also assisted in making a playground for disadvantaged children from Beacon Hill School while a sponsored cycle ride, timed to coincide with the ship's arrival in Ipswich, raised £1,500 for the school.

After a brief spell of leave, HMS Grafton was due to deploy as part

of the NATO task group, Standing Naval Force Atlantic.



● Close bonds: HMS Grafton arrives in the River Orwell on her fourth visit to Ipswich. Inset: Mayor Don Edwards inspects the Ship's Company after granting them the Freedom of the Borough.

Pictures: LA(PHOT) Gaz Armes

Ensigns made simple

As sea battles came to be fought at a greater distance, so simpler flags were needed for ship recognition. In the first of a two-part series, Cdr Bruce Nicolls – The Flag Man – describes the evolution of Naval Ensigns.

IN JULY 1588, when the English fleet sailed to meet the Spanish Armada, the two great advantages they had over the Spaniards were greater speed and heavier armament. This enabled them to keep their distance while they fought, and avoid the risk of being grappled by the larger Spanish ships with their massed ranks of soldiery.

The greater distance at which sea battles were now started brought the need for simpler, more distinctive flags than the intricate heraldic banners of earlier years.

England's flag, the cross of St George, came into its own, and a new flag was introduced, the ensign. Like many of the earlier heraldic flags, it seems that this form of flag originated in military use ashore. The first ensign appeared at sea in about 1574, and when the English fleet sailed to meet the Armada the ships were clearly distinguished by big, bold ensigns at their sterns.

The early ensigns were striped flags, some in the green and white of the Tudor Royal Livery colours, some red and white, some in other livery colours. All of them included a St George's cross, sometimes overall but mostly in the upper, inner quarter – the canton as it is known in heraldry.

Striped ensigns lasted into the early years of the Stuart period, with more and more stripes of more and more fancy colours, more "foppish", as was the dress of those times.

Eventually, common sense prevailed, and in about 1621 the first red ensign appeared, followed some years later by the white and blue ensigns to distinguish the three squadrons into which the fleet was now divided.

At that time, the white ensign, like the others, was a plain flag with a St George's cross in the canton.

As well as being the senior ensign of the King's ships, the red ensign was also worn by merchant ships. To begin with, the blue ensign denoted the second squadron in seniority in the fleet, and the white ensign the third, but the red, white and blue order was established in 1653.

For the middle years of the 17th century the British Navy was mainly involved in first the Civil War and then the Dutch Wars, but towards the end of the century the French again became the main enemy.

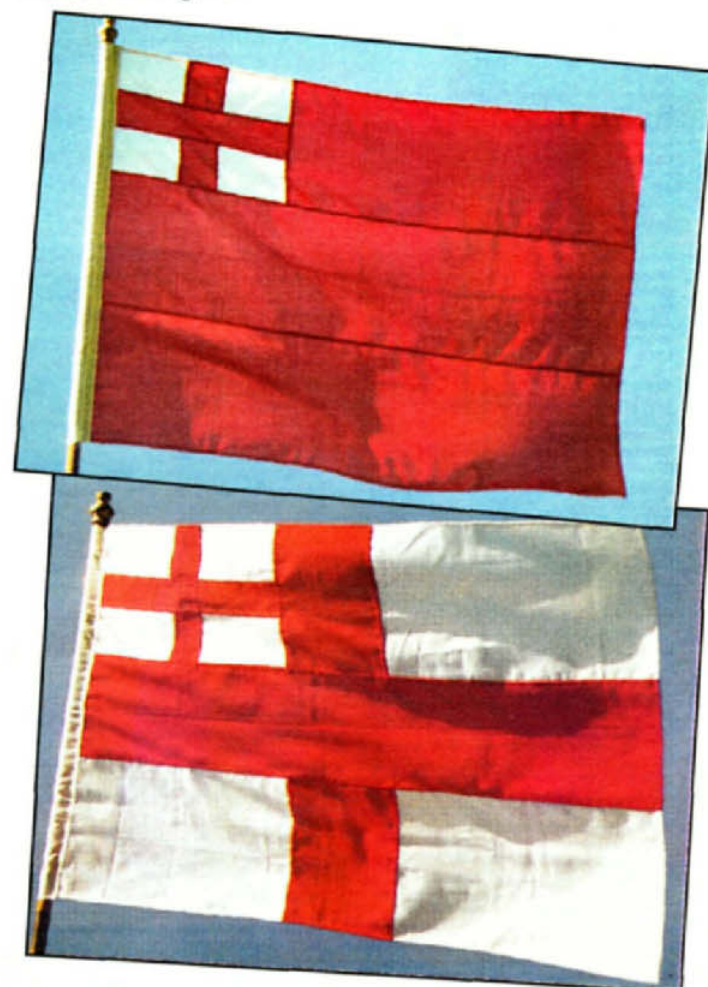
The French now used plain white flags, including ensigns, white being the royal colour. To make the British white ensign more easily distinguishable from the French, a wide red cross was added throughout the flag in 1702.

The wide red cross later became narrower, but the basic form of the red, white and blue ensigns as we know them today had been evolved.

(To be continued)



● ENSIGNS EVOLVE: Top – the Tudor ensign, in the Royal Livery colours green and white; below – fancy stripes reflect early Stuart fashions; opposite, top – common sense prevails with the first red ensign of c 1621; opposite, below – the British white ensign of 1702 bears a wide red cross to distinguish it from the French.



NoticeBoard



Appointments

Capt J. L. Williams to serve in the rank of Commodore and to be Director Naval Recruiting. Sept. 8.
Cdr B. R. Archibald to be CO HMS Cambridge. Sept. 22.
A/Cdr G. A. Newton to be CO HMS Victorious (Stbd). Oct. 3.
Lt Cdr A. J. Burton to be CO HMS Inverness. May 2.
Lt Cdr D. Dutton to be CO HMS Dulverton. Nov. 6.

Points

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates in June after issue of B13s.

Intermediate (Int) indicates that personnel have been advanced before they have obtained a basic date of two years. This means that personnel are advanced in basic date order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in June.

CCMEAML - Int (25.3.00), 1; **CCMEAL** - Int (27.3.00), Nil; **CCMEALSM** - Dry, Nil; **CCMEALSM** - Dry, Nil; **CCWEAWDD** - Int (10.12.99), Nil; **CCWEAWDD** - Int (17.3.00), Nil; **CCWEAWDDSM** - Dry, Nil; **CCWEASWS** - Dry, Nil; **CCWEASWS** - Dry, Nil; **CCAEAM** - Int (1.1.00), 1; **CCAEAR** - Dry, Nil; **CCAEAWL** - 292 (1.9.96), Nil.

LS(EW) - Dry, Nil; **LS(M)** - Int (5.5.98), 2; **LS(R)** - Int (7.9.99), Nil; **LS(S)** - Dry, Nil; **LS(D)** - 762 (15.6.93), Nil; **LS(MW)** - Int (2.5.00), Nil; **LS(SR)** - Int (13.7.99), 1; **LRO** - Int (8.2.00), Nil; **LMEM(L)(GS)** - Int (25.6.99), 4; **LMEM(M)(GS)** - Int (5.6.98), 6; **LMEM(O)** - Int (25.9.99), Nil; **LMEM(R)(GS)** - Dry, Nil; **LCH(GS)** - Int (2.12.97), 8; **LSTD(GS)** - 428 (15.6.95), 3; **LSA(GS)** - Int

Deaths

LMEM(L) Michael Denis Smith, HMS Tireless. June 19.

Rear Admiral Desmond Noble Callaghan CB, FRSA, President of Ordnance Board 1968-71, served 1933-71. Appointments: Frobenier, RNEC Keyham, Royal Oak, Iron Duke, Warspite (Narvik, Calabria), CO of team of Naval engineers to help repair 8th Army tanks 1940-41. Team escaped from Derna in Italian fishing vessel Callaghan had armed with 6pdr and MGs and named 'HMS Eskimo Nell' (MID). Mereward (Crete, survivor, POW 1941-45), Argonaut, Glory, BRNC Dartmouth, staff C-in-C Med. (1950), Excellent, Eagle, RN Tactical School, Caledonia. Member of Association of RN Officers. May 28, aged 84.

Surgeon Rear Admiral Nicol Sinclair Hepburn, Medical Officer in Charge RNH Haslar 1969-72, served 1935-72. WW2 in Atlantic and Pacific stations. Ships: Mackay, Camarvon Castle, Highflyer (Ceylon). Senior Medical Officer Plymouth (1952) and Portsmouth (1955). Naval Medical Officer of Health Portsmouth (1959) and Malta (1962). Director-General Dept of Medicine 1966-69. Member of Association of RN Officers. Aged 87.

Capt Thomas Fanshawe CBE, DSC, WW2 escort ship CO and HMS Royal Oak survivor. Served 1938-71 and 1972-81 as Capt Sea Cadet Corps. Appointments: Royal Oak, Iron Duke, Fortar, Sunflower (Atlantic convoys), Rother (N. Africa landings - DSC), Clover (CO, D-Day, Atlantic convoys), Ocean (Med.), Constance (CO, Atomic, Biological and Chemical Warfare School, Zest (CO), Obidient (CO), Loch Insh (CO), Plymouth (CO and of 29th Escort Sqn, Beira Patrol), Naval Attache S. Africa. May 9, aged 81.

Col Bill Mansell OBE, MC, RM, Commando leader in Malaysia Emergency and secretary to National Maritime Museum 1979-85. Served 1947-1970s. Appointments: Kenya, Duke of York, 40 Cdo (SE Asia) - wounded in successful anti-terrorist operation, MC), Birmingham, USMC school as instructor, CO RM Depot and Military Secretary to Commandant General RM. Commodore Emsworth Sailing Club. Member of Association of RN Officers. May 17, aged 72.

Cdr Alex Stuart-Menteth DSC, WW2 destroyer CO, served 1926-58. Appointments: Whitehall, Windsor, Defender, Elgin, Hunter (Narvik, survivor), Somali (Lofoten Islands, seizure of Enigma material from German patrol trawler Krebs and from weather ship Muenchen), Berkeley (CO), Aldenham (CO, Med. convoys. Involved in sinking U-587, Aegean campaign 1943 - MID), Dinosaur (Combined Ops, Troon), Havelock (CO, Involved in sinking U-242 - DSC). Post-war: Birmingham, Superb, on loan to RAN, St James (CO), Obduate (CO), C-in-C Med. staff, Malta, Corps of Commissioners, Scotland 1958-77. Member of Association of RN Officers. Aged 87.

Cdr Peter Robinson, MVO, OBE, Engineer officer who in retirement supervised building of Shah of Iran's naval base at Bandar Abbas. Served 1938-78 joining as rating. Appointments: Caledonia, HM submarines - Trepasser, Teredo, Truculent, Britannia, Manadon, Torquay, Fiscard, Terror (Singapore) - OBE, on loan RAN 1974-76. Aged 77.

Tom Topham MBE, ex-submariner, president of W. Yorks. branch of Submariners Association. Quaker director who donated slab of stone to RN Submarine Museum for submariners memorial, as well as providing stone for other, similar memorials throughout the country, including those for Deal bomb victims, sailors killed in Pacific and those who died as POWs in Singapore. Died the day before he was due to attend unveiling of a submariners memorial, the stone for which he provided, at the RN Submarine School, HMS Raleigh. May, aged 68.

Christopher Lubbock, signals officer in Bismarck action and ADC to George VI. Served in RNVR 1939-46. Called to the Bar 1947. Master of Supreme Court (Queen's Bench Division) 1970-90. May 16, aged 80.

Sir Adam Thomson CBE, served as FAA pilot 1944-47. Became pilot with BEA, W. African Airways, Britavia. Founded Caledonia Airways 1961. May 23, aged 73.

Martin Lampard, former S/Lt RNVR,

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the July headlines of past decades...

40 years ago

BRITAIN'S first guided missile destroyer, HMS Devonshire, was launched at Cammell Laird's Birkenhead yard by Princess Alexandra. The ship was armed with medium-range Seaslug and longer range Seacat ship-to-air missiles.

With the disappearance of Britain's last battleship, Navy News asked: "Will there be another Vanguard? It would seem a pity that a name which has been in the Navy List almost continuously since 1586 should be allowed to disappear completely. Perhaps the second British atomic-powered submarine would be an appropriate choice."

30 years ago

THE LAST Tot was due to be issued at the end of the month, bringing to a close a tradition spanning almost 240 years. Letters, poems and cartoons had swelled the Navy News postbag to indicate "Jack's despair at the thought of a future without Nelson's Blood." (See page 16).



● 1970 - LS Harold Light draws his last tot.

20 years ago

WHAT WAS hailed as the most advanced nuclear submarine refit complex in the world had been opened at Devonport by the Prince of Wales, the first submarine to enter being HMS Superb.

There was no immediate threat to duty-free, said the Ministry of Defence after reports that EEC rules could end the privilege in Royal Navy ships.

(2.4.99), 6; **LWTR(GS)** - 139 (26.6.97), 5; **LMA** - Int (10.11.98), 6; **LS(S)(SM)** - Int (11.4.00), Nil; **LS(TS)(SM)** - Int (26.2.99), Nil; **LRO(M)** - Dry, Nil; **LMEM(L)(SM)** - Dry, 1; **LMEM(M)(SM)** - Int (1.12.99), Nil.

LWEM(R)(SM) - 856 (3.3.92), Nil; **LSA(SM)** - Int (15.3.98), Nil; **LWTR(SM)** - 184 (5.12.96), Nil; **LCH(SM)** - 776 (5.12.92), Nil; **LSTD(SM)** - 504 (16.6.94), Nil; **LA(AH)** - 252 (10.7.96), 2; **LA(METOC)** - Int (2.2.99)

Nil; **LA(SE)** - Int (4.6.98), Nil; **LAEM(M)** - 463 (9.2.95), Nil; **LAEM(R)** - 562 (17.2.94), Nil; **LAEM(L)** - 353 (5.10.95), Nil; **LWETS** - Dry, Nil; **LWDSA** - Int (11.2.98), 1.

LOM(AWW) - Int (16.11.99), Nil; **LOM(AWT)** - Int (20.7.99), 9; **LOM(UW)** - Int (30.3.00), Nil; **LOM(EW)** - Int (29.10.99), 6; **LOM(MW)** - Int (7.9.99), Nil; **LOM(C)** - Int (13.7.99), 8; **LOM(SSM)** - Int (22.7.98), 3; **LOM(TSM)** - 119 (16.7.97), 1; **LOM(CSM)** -

Int (15.12.99), 2; **LOM(WSM)** - 475 (9.2.95), 6. Basic dates for female ratings in the following category, which has no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL

Note that the number of B13s issued in the female categories are those advanced from the female shore roster.

served 1943-46 in N. Atlantic. As solicitor became senior partner in law firm of Ashurst Morris Crisp and acted for Paul McCartney during dissolution of Beatles. April 25, aged 74.

Richard (Dickie) Dormer, served WW2. Became fashion photographer working for *Le Figaro*, *Harper's Bazaar* and *The Sunday Times*. May 16, aged 87.

F. R. A. (Fred) Carne, ex-CPOMA(O), served 1951-77. Ships: Leeds, Castle, Consort, Ocean, Eagle, Zulu, Bulwark, Albion, RNAS Culdrose, 3 Cdo Bde, RN Hospitals at Plymouth and Bighi. April 19, aged 66.

Robert C. J. (Rob) Williams, ex-PO/Tel submariner, served 1940-45. Boats included Proteus (sunk or damaged 36,000 tons of enemy shipping in Med.) and Spark (while spare crewman in Adamant and Maidstone. Member of London branch of Submariners Association. March 31, aged 81.

William (Jacko) Jackson, ex-AB, served for over 30 years. Member of Burma Star Association and represented Portsmouth Command at cross country at age of 46. Aged 83.

Charlie (Ginger) Collard, ex-PO torpedo-man, served 1924-46. Ships included Cicala, Hermes, Defiance. Prisoner of Japanese and survivor of POW ship Lisbon Maru. Aged 91.

Leonard Willcock, ex-AB gunner, served 1941-46. Ships included Beaufort, Olna. Veteran of Battles of Sirte, Sicily, Salerno and Anzio landings; Aegean campaign 1943; Pacific. May 7, aged 79.

Bernard S. (Ping) Pook, ex-LS, WW2. Ships: Middleton, Winchelsea, Anthony (Russian, Med. convoys including Pedestal, Sicily landings, D-Day escorts). Aged 80.

Roger Grimwood, ex-POCA, served 1962-77. Ships: Bulwark, Russell, Lowestoft, Jaguar, 43 Cdo, April 13, aged 56.

Les Dyer, ex-CERA. Member of HMS Opportune Association and 17th Destroyer Flotilla Association. May 11.

Alfred Farley BEM, founder member of Russian Convoy Association and D-Day veteran. Founder member of Fareham (Hants.) branch of Guide Dogs for the Blind Association and past president of Fareham Rotary Club. May 14, aged 77.

Malcolm (James) Bond, ex-CPOAEM(A), served 1964-88. Ships included Ark Royal (1972-78), Battleaxe. Member of MARTSU 1978-82. Veteran of Falklands War (Atlantic Conveyor survivor). April 23, aged 52.

Roy E. Swabey, ex-CPO, served 1948-72. Ships: Glory (Korea), Defender, Mauritius, Collingwood, Heron, Centurion, Victory. March 17, aged 69.

Alex Kennaway, ex-S/Lt (E), member of HMS Penelope Association (served in ship 1942-44).

Vic Tilley, member of HMS Penelope Association (served in her 1942).

James Bolland, ex-ERA(I), served in HMS Morecambe Bay 1955-56. April 16.

Ray (Scouse) Fulton, LSTD submariner. Boats: Upstart, Seraph, Tiptoe, Tactician, Thorough. Member in Australia of Submariners Association. May 21, aged 66.

George (Albert) Faulkner, ex-POSTD submariner. Boats: Selene, Thorough, Telemachus, Tactician, Artemis, Andrew, Conqueror. Member in Australia of Submariners Association. May 31, aged 72.

Alan F. J. Carpenter, member of HMS Comus Comrades (served on board 1957-58). May 16, aged 60.

Bob Everett, founder member and life member Angus branch of FAA Association. Served 1948-70. Ships: Indomitable, illustrious, Eagle, Ark Royal and RN air stations: Arbroath, Halifar, Eglington, Stretton, Lee-on-Solent, Brawdy, Abbotinch, Lossiemouth.

John (Lucky G) Gamble, ex-POAF, served 1953-72. Ships: Hermes, Ark Royal, Victory, and RN air stations: Arbroath, Lossiemouth, Culdrose, Lee-on-Solent, Eglington, Yeovilton, Stretton. Member of Angus branch of FAA Association.

Reg DeLorey, ex-PO(A)TAG, served 1942-46 in Colossus, 827 NAS, RNAS Beccles. Member of Angus branch of FAA Association.

John Cairns Christie RNR. Member of HMS Vesper Association (served in ship 1941-42). April 23.

Roger (Jack) Dash, ex-WEA1, served 1962-87. Ships: Forth, Phoebe, Diomedee, Bileston, Brington, Stenna Inspector. May

27, aged 53.

Frank Daniel Pratt, ex-AB RPI, member of HMS Belfast Association (served in ship 1945-47). April.

Robert James Mattock, ex-AB RP2, member of HMS Belfast Association (served in ship 1945-47). May 27.

Trevor Panico, ex-CPO(CA), served 1953-76. Ships: Theseus, Adamant, Bastion, Victorious, Palisier, Abdiel, Nubian, File, Caledonia, Cochrane, May 24.

Rev Eric Milner, chaplain of Yorkshire branch of FAA Association. Served 1948-65, including Anel, Eagle, RNAS Brawdy. D-Day veteran. Aged 89.

Lt A. T. S. Perry Member of HMS Cossack Association (served in ship 1958-59). Also in Centaur, Llandaff, Ganges. Member of Association of RN Officers.

E. Chesson, ex-LS. Member of HMS Cossack Association (served in ship 1951-54) and of 8th Destroyer Flotilla Association. Paramedic with Wallis Arnold Prior.

Philip Rideout, WW2 torpedo-man. Ships included HMS Fury, D-Day veteran. Helped found Sea Cadets in Hampshire and was former almoner for RN Benevolent Trust. May 27, aged 81.

Denis R. F. (Dan) Eldridge, ex-PO Armourer, FAA, served 1942-64. May 11, aged 76.

George Adlam, joined 1925. Served: Ganges (Mast display Bunting Boy), Med., China Station, survived sinking of troopship Empress of Britain by U-boat. Served in submarines and involved in Bismarck chase. HMS Hotspur (Normandy patrols). Post-war bomb disposal officer based on South Coast. As explosives expert worked on film *The Yangtze Incident*. May, aged 90.

Charlie Wines, served in RN Patrol Service WW2 - MID for bravery in northern waters, 1944. Former secretary of Portsmouth branch of RNPS Association. June 5, aged 85.

ASSOCIATION OF RN OFFICERS

Capt C. B. Brooke, Served: Berwick, Amphion, Afrikander, Rodney, President, Saker, illustrious, Nereide, Mercury, Victory.

Lt D. W. S. Collins, Served: King George V, Howe, Warspite, Skate, Eskimo, Telcott, Hind, Amethyst, Varyan Bay, Dampier, Scott. Served: Repulse, Havelock, Pakenham, Triumph.

Capt A. B. H. Edwards VRD, RMFVR. Served: Copra.

Cdr I. C. Gordon, Served: Vega, Adventure, Caradoc, Victorious, President.

Cdr R. C. Harrison, Served: Berwick, Shropshire, Terror, York, President.

Lt Cdr J. Liddicoat MBE, Served: Mounts Bay, Cossack, Aisne, Glory, Shoulton, Terror, Lochinvar, Orion, Raleigh, Drake.

Lt I. B. McRobert, Served: Dampier, Striker.

Surg Capt R. W. F. Paul, Served: Pelican, Narvik, Dounreay, President, Dolphin, Cochrane, Sultan, RNH Haslar.

Cdr (S) R. Q. Pine, Served: Dragon, Iron Duke, London, Bee, Greenwich, Sheffield, Dolphin.

Lt Cdr (S) E. Pullen, Served: Striker, Cook, Puma, Mauritius, Albion, Daedalus, Osprey, Victory.

Lt Cdr (E) J. C. Ramsay, Served: Russell, Mauritius, Drake, Danae, Tamar, Collingwood.

Lt Cdr M. C. M. Smith MBE, Served: Ambush, Gannet, Whitby, Sheba, Maidstone, Terror, Pembroke, Dolphin, Victory.

Lt Cdr P. M. Whately, Served: Milford, Cairo, Coventry, Ilex, Griffin, Duncan, Sheffield, Anson.

Lt P. R. Williams, Served: Adamant, Concord, Bellerophon, Zephyr, Hardy, Agincourt, Vernon.

ROYAL NAVAL ASSOCIATION

R. (Sonny) Sampson, founder member, life member and standard bearer Penzance. Served 1949-54. Former member of RNPS and instructor Penzance Sea Cadet unit. Aged 68.

WO Walter Alexander (Wal) Buttress RAN, welfare officer Canberra branch, Australia. Ex-POSM RN. Ships: Alania, Zephyr, Theseus, M.L.s. and HMA ships Hobart, Queenborough, Sydney, Supply. March 18, aged 69.

Bill Stephenson, Wansbeck, Ex-PO/Tel. Ships: Vergeance, Alert, Terror, Daedalus. **Eric Blackford**, South Harrow. Served

Queen's Birthday Honours

NAVAL recipients of awards who were named in the Queen's Birthday Honours List:

KBE - Vice Admiral James Francis Perowne OBE, Deputy Supreme Allied Commander Atlantic.

CB - Local Vice Admiral John Henry Stuart MacAnally LVO, Commandant, Royal College of Defence Studies, Rear Admiral Robert Patrick Stevens, Flag Officer Submarines.

CBE - Commodore Richard John Lord, Director Clyde Naval Base, Col Alexander Malcolm Mason OBE, RM, MOD DMO, Commodore Neil Wynell Thomas DSC, SHAPE, Belgium.

OBE - Cdr Stephen Harry Guy Bennett, RNLO Gulf, Cdr Russell Richard Best, HMS Ocean (now on staff of Assistant Chief of Defence Staff), Cdr Richard Farrington (on staff of Director Naval Operations), Cdr Christopher Sutcliffe Hadden (DNRP), Capt Patricia Margaret Hambling QARNNS, formerly Medical Director General (Navy) staff, Surg Cdr Steven John Ryder (NBC Portsmouth), Cdr Andrew Young (SSA Bristol).

MBE - WO2 Grenville Botham RM, Comacchio Group, Lt Cdr Ian Paul Freegard, RHQ Southland, Lt Cdr Christopher Harry Hardinge RNR, FOSM Northwood Ops, WO(R) Paul Andrew Hildreth, formerly FOSF staff, Capt John Hillier RM (Band Service), WO(RS) John George Arthur Iles, St Vincent, now HQDCSA, A/CPO David Izzet, formerly COMUKTG staff, WO(MAA) Anthony Joseph Loughran, HMS Neptune, now HMS Drake, Lt Cdr Edward Mason RNR (SCC), N.W. Area SCC, CCWEA Mark Neil Middleton, HMS Turbulent, now CMTA Ports, Lt Cdr Ian Malcolm Reason, Harrier implementation Team, HMS Invincible, Maj Gerard Mark Salzano RM, CTCRM, WO2 Thomas Arthur Sands RM, CTCRM, CRS Sea Edward Sweeney, formerly Combined Cadet Force, FOTR staff, Lt Cdr Peter Hugh Symonds, formerly DNAS Abbeywood, C/Sgt George Charles Whitmarsh RM, COMNA Support, Lt Cdr Neal Peter Yates, RNAS Yeovilton.

QVRM - WO2 John Michael Bryant RMR, RMR Tyne.

ARRD - Lt Cdr Susan Dorothy Bereznycky, QARNNS(R), HMS Sherwood.

Promotions to Chief

AUTHORITY was issued by Commodore Naval drafting in June for the following to be advanced:

To **CCAEAM** - P.A. Blackett (RNAS Culdrose).

To **CCCT** - M.G. Berry (DISC).

To **CCWEA** - C.R. Tully (Newcastle), S.A. Caddick and M.R.B. Coppard (CFM P'mouth).

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To **CCWEA** - C.R. Tully (Newcastle), S.A. Caddick and M.R.B. Coppard (CFM P'mouth).

To **CCCT** - M.G. Berry



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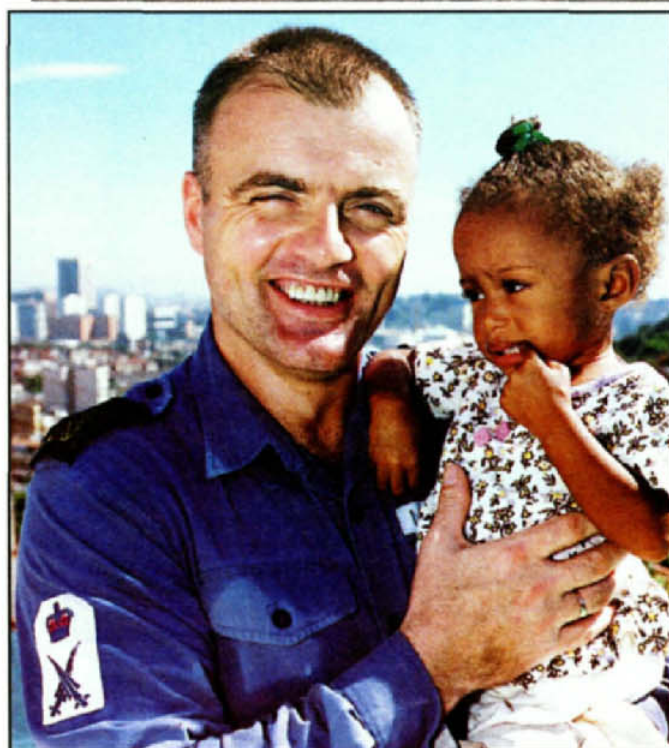


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● On show: HMS Southampton and RFA Grey Rover during the Fleet Review in Brazil.



● Helping out: PO Paddy McDowell meets a resident of Casa Jimmy's refuge in Rio.

JUST A couple of weeks after a barbecue among the glaciers of South Georgia, the ship's company of HMS Southampton were sunning themselves on Copacabana Beach in Rio de Janeiro, writes Adrian Hallchurch.

The destroyer was in Rio for the Brazilian Fleet Review, part of the celebrations to mark the 500th anniversary of the founding of the country.

Warships from the USA, Europe, South Africa and South America joined Brazilian ships and aircraft for the maritime parade.

Also there was Royal Fleet Auxiliary tanker Grey Rover, which has been providing fuel for the destroyer, which is the current Atlantic Patrol Taskship (South). After the event, the British

Ambassador to Brazil, Roger Bone, visited the ships to thank them for their contribution.

While the ship was on ceremonial duty, the Flight was ashore at the San Pedro air base, where, with help from the Brazilian Navy, the main rotor head of the Lynx helicopter was replaced.

One member of the ship's company chose to arrive in Rio the hard way - S/Lt Jim Reid sailed from Lisbon in the Brazilian Navy square-rigger Cisne Branco, a ten-week voyage which followed the route of Pedro Cabral in 1500.

The ship's company, some joined by members of their families, managed to squeeze in some sightseeing, such as the Corcovado, the giant statue of Christ which overlooks the city.

Others were brave, or foolhardy, enough to take on a strong Brazilian Navy team at football, putting up a good display in intense heat before losing 3-0.

RN and RFA volunteers spent a day at Casa Jimmy's refuge for street children and teenage mothers to which Led Zeppelin's Jimmy Page donated £100,000.

Sailors helped shift rubble left by builders completing a new extension, and the ship's electricians carried out essential wiring.

PO Jim McDowell said: "It was hard work, but we really managed to achieve a great deal in a day. There is never any shortage of volunteers for a project like this."

Many RN ships have helped out, and founder Ligia da Silva said: "Without the support of the British Navy it would have been hard to achieve what we have achieved."

After the sunshine and 30C heat, the ship headed back to the South Atlantic winter to resume patrols in the Falklands region.

She is due to be relieved in the middle of this month, and should return to Portsmouth next month.



Pictures: LA(PHOT) Mick Storey

● Farewell to Rio: HMS Southampton leaves the Sugar Loaf Mountain astern as she heads back to patrol the South Atlantic around the Falklands.



● In the dark: The sunshine of Copacabana Beach is just a memory as the Operations Room gets back to business.

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£12,500	Monthly £204.35 Total £17,164.62	£400.54 £14,419.27	£1,096.52 £13,158.20	9.9%
£7,500	Monthly £129.65 Total £10,890.60	£246.72 £8,881.61	£664.29 £7,971.43	11.9%
£5,000	Monthly £88.82 Total £7,461.30	£166.62 £5,998.28	£444.99 £5,339.79	12.9%

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LOAN	7 year	3 years	1 years	FIXED APR
£12,500	Monthly £267.33 Total £22,455.18	£464.45 £16,719.90	£1,193.95 £14,327.31	9.9%
£7,500	Monthly £169.61 Total £14,247.28	£286.08 £10,298.75	£723.31 £8,679.71	11.9%
£5,000	Monthly £116.20 Total £9,760.79	£193.21 £8,955.28	£484.52 £5,814.23	12.9%

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● The Saab 9-3 Aero Convertible – a class four-seater in the traditional grand touring style.

103mpg feat by a team with Insight

SLEEK COUPES are usually associated with high speed and gas-guzzling to match, but Honda's new Insight model has just set an astounding economy record.

In a 3,737-mile non-stop round-Britain run, the two-seater averaged a fraction less than 103 miles per gallon over seven days, keeping as close to the coast as practicable.

It meant encountering all the everyday motoring hazards, through congested cities and sleepy villages, across slow and hilly terrain – and getting lost in the dark.

And this was no economy run special driven by the world's most feather-footed drivers, but a new production car – which goes on sale for £17,000 on the road in September.

It was piloted by a team of 18 drivers including Amanda McLaren, daughter of the late racing ace and F1 team-founder Bruce McLaren.

The secret is that the Insight is a hybrid powered by a one-litre three-cylinder low-friction VTEC petrol engine and a 10kW ultra-thin (60mm) DC-brushless electric motor which needs no outside source of electricity.

The clever technology means that this car is no slouch either, capable of 0-62mph in 12 seconds and on to a potential 112mph.

Yet it boasts ultra-low emissions including 80g/km of CO2 putting it within the lowest of the new UK vehicle excise licence bands effective

next March. During acceleration the electric motor assists the petrol engine to give the performance of a 1.5-litre unit, while under deceleration the electric motor acts as a generator to recharge the battery pack mounted between the driving rear wheels.

Quirky looks – but a winner



FIAT'S quirky-looking but effective family car, the Multipla, has been multiplying accolades.

It has followed up BBC Top Gear awards for Car of the Year 2000 and Best Family Car by being voted the best multi-purpose vehicle (MPV) in *Fleet World* magazine.

The car priced from £13,380 on the road fended off competition from the Renault Scenic, Volkswagen Sharan and Vauxhall Zafira with its combination of practicality, flexibility, versatility and value for money.

Multipla is available with a choice of

CAR FACTS

MODEL: Saab 9-3 Aero Convertible.

PRICE ON ROAD: £32,835.

ENGINE: Turbo-charged, two-litre, four-cylinder, developing 205bhp and 280Nm torque.

TRANSMISSION: Five-speed manual – three-mode, four-speed automatic an option at £1,115.

PERFORMANCE: 0-60 in 6.9secs. Top speed 146mph.

ECONOMY: Official combined cycle 30.1mpg.

INSURANCE: Group 17.

Stylish Saab is a breath of fresh air

SUMMER OR winter, when the sun comes out the roofs come down for those who enjoy fresh-air motoring in a convertible, and one of the most stylish is Saab's sporty all-turbo 9-3 range. It's elegant yet assertive, a car for the individual, priced from just under £25,000 through to £36,500 depending on model and specification, with the flagship the 152mph 2.3 Viggen.

The model tested was the Aero, so named not because of the way it flies but because of the neat styling that enhances its aerodynamics, with subtle spoilers front and rear, and flared sills.

It's a class four-seater in the traditional grand touring style that lives up to a price tag of just under £33,000 on the road, and for a 2-litre the performance is blinding.

With the new 205bhp turbo engine and standard manual five-speed gearbox it rockets from standstill to 60mph in less than seven seconds, with a potential 146mph on tap – yet the efficiency means an average economy around 30mpg.

The test car had the optional four-speed electronic gearbox with sport and winter modes to switch to, and it was still as stunning as you could wish, if marginally thirstier as shown by the standard trip computer.

The only aspect a new convertible driver might take time to adjust to is that the body is not as taut as the saloon's, but, while you might feel the slight juddering through the wheel, the passengers, cosseted in leather-faced sports seats, won't.

And I have experienced considerably worse "scuttle-shake" on other "ragtops".

But ragtop is not the term for this neat cruiser with its electronically-operated roof – one of the

easiest I have used.

Press a button and the windows lower before it goes through a praying mantis-style manoeuvre to fully retract, complete with heated glass rear screen, under a flush hard cover behind the back seats and into the boot well.

However, you have to ensure that you don't jam the useful boot full of golf clubs with the roof up, because there won't be the space for it to go down!

Roof-raising is just as easy, with a very light and simple one-handed lever operation to lock it at the front, and when that quilted cover is on you wouldn't know it wasn't a coupe from inside the cabin.

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Moneywise

Insurance cushions the holiday horrors

If you haven't packed the travel insurance as well as your toothbrush, that 'high priced' or 'discount' holiday may cost you more than you bargained for.

We've all heard holiday horror stories, and while arranging insurance cannot prevent things from happening, it will provide a financial buffer to help you cope with whatever comes your way.

And as the name implies, Travel insurance covers you for a whole host of events.

From the moment you book your holiday you need to arrange cover so that you can claim for any loss of deposit paid if you have to cancel.

But check that the cover is suitable for Service personnel. Most travel agent schemes cover cancellation for sickness, injury, even

unemployment – but the boss changing his mind and not letting you go on holiday because of work commitments isn't usually covered.

Yet that is exactly what happens if your holiday is cancelled due to Service reasons. Apart from lost deposits you can also claim back the cost of returning home early if your holiday has to be curtailed, perhaps through illness or the needs of the Armed Forces.

So make sure your policy covers Service exigencies. Even if you don't need to cancel, you may be delayed en route due to your car being involved in an accident, breakdown or because public transport is delayed.

If this happens you should be able to claim compensation for missed flights, etc. But beware: if you are using your own car you

won't be able to claim compensation just because you've got caught in heavy traffic – you must still set out in plenty of time.

Perhaps the most important item we should cover is our own health. Cost of treatment overseas can be extremely expensive, and medical cover under your policy will provide for emergency treatment and, if appropriate, the cost of repatriation.

This is normally handled by a 24-hour, multi-lingual, worldwide, emergency service team who will take care of all the problems. If you are travelling to Europe you may also keep your costs down by obtaining a Form E111 from the Post Office.

That is proof of reciprocal health facilities agreed with member states of the EU, and will save you money on any pharmaceutical purchases you may need to make, and may even reduce or delete any excess (the contribution you have to make) required by the insurance company.

Apart from peace of mind, travel insurance will usually provide compensation for loss of money, passport and driving licence. It also provides legal expenses and public liability cover of you are liable for any damages

or injury caused to others. (Even so, we should still resist the temptation to seek revenge on the layer of the beach towel at 5am that morning!).

Speciality holidays such as skiing can also be catered for, covering you for loss or damage to equipment, the hire of replacements, and to compensate you for unusable ski packs and piste closure.

The cost of travel insurance can vary considerably, and often you pay for cover you don't need. We can all see the value of a policy that covers us if our baggage is lost, but many of us already have it covered under a Kit or All Risks home insurance policy.

If a claim does arise you will only be able to claim once – so ask if your premium can be reduced if you don't want this cover.

You can also save money by arranging insurance on an annual basis. A fortnight's holiday in the sun will cost about £25 to insure, but expect to pay double that for a trip to the USA – due to higher medical costs.

If you expect to take more than one holiday a year, consider annual insurance, which should provide worldwide cover for about £75.

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Calling Old Shipmates

SBA John Willoughby, HMS Eagle 1953-54, seeks shipmates 'Bulch' Bulcher, Dennis Stone and Christopher Ely from Eagle, and Sam Southam, Frank Watson, Brian Fernott, Anthony Masen, Peter Sutton, Roy Sheppard and Surg Lt Radford from RNAS Yovoville 1955-58. Also info about Comet crash near Naples. Write to 49, Rowse St, Sherwood Gdns, Rangiora, Canterbury, NZ, email: Soapy.Sutherland@xtra.co.nz

HMS Tamar, Hong Kong Flotilla 1951-54: 74 Mess, M/Ls 1323, 1326 and 1328. Seeking anyone from these vessels. Contact N.L. Hancock on 01843 583930.

HMS Norfolk (1947-49) flagship East Indies Station: Seeking news of EAs, plus members of Artisans Mess. Contact John Musgrave, 8, Manor Drive, Gt Boughton, Chester CH3 5QW, tel: 01244 341153.

HMS Yarmouth 70-72: If anyone knows the address or telephone number of Dennis 'Scarlet' O'Hara, CK 'Alf' Barber and LCK Ian, contact Stewart Ramsay, 01241 854318.

HMS Collingwood Association is open to all who served in Collingwood since 1940. In September it is planned to hold a weekend at Bracklesham Bay, when the standard will be dedicated. Details from Mike Crowe, 7 Heath Rd, Lake, Isle of Wight PO36 8PG.

HMS Conqueror 1975-77: Simon (Slim) Bodmer, on board at the same time as Ken Good and Russ Graham, seeks old mates. Contact him at 26 All Saints Rd, Sittingbourne ME10 3PB, tel: 01795 422768, or email: simbod@netscapeonline.co.uk

HMS Raleigh, Benbow 30 Division, 1980: Seeking Alexander, Barling, Bell, Collins,

Davies, Evans, Fielding, Forbes, Gardiner, Grindley, Moore, Morgan, Roscoe, Sloman, Urethart, Watson, White, Windsor-Brown, Weinhan, Byrne and instructor PO Dunn. Contact Derek Russell on 01482 563399.

HMS Brazen: LS Robbie Burns seeks LC Trevor Collier; they served in Brazen together from 1984-86. He lived in Henley-on-Thames and was a big West Ham fan. Contact Robbie at Pine Tree Cottage, Main St, Melbourne, York YO42 4QE, tel: 01759 318681, email: robbieburns@btinternet.com

Peter 'Pinkey' Salmon of Much Wenlock. Ex AB(S) at HMS Ganges, 1952, later HMS Warrior; Contact Stan Bryan, 6, Kingsmead Rd, Cheltenham GL51 0AJ, tel: 01242 510949, email: bjwilson@cwcom.net

TS Scylla, Aberdeen: Former cadets of Scylla still in active duty, come and encourage current cadets to join the service. Contact 01224 581147, 01224 894028, or email: CRobertson@nigg-bay.freemove.co.uk

HMS Ganges: Harry Shergold seeks ex PO Boy B. Ledson, Collingwood Class 100, 42 Mess. Last seen as a Lt in the 60s. Also anyone from the class. Contact Harry at 151, Gloucester Ave, Chelmsford CM2 9DU, tel: 01245 347458, email: MShergold@aol.com

RNWS Rinella: Seeking 'Bum' Butcher, Dick Galvin and Tommy Tucker. Contact Fred Hobday on 01569 766816.

HMS Keltlett: Horace Warallo seeks shipmates who served from 1941. Contact him at 7, Quiller Close, Bentley, Walsall WS2 0LC, tel: 01922 637113.

Cheryl Hodgson, Jim Clayton seek anyone who served with them, including Lorraine Evans and Denise Shanley. FOGIB 1982-84. Call 01489 570441 or 0771 4417765.

C/Sgt Balfour Sneddon, 23, Fox Spring Crescent, Edinburgh, tel: 0131 445 3926, seeks **Sgt Mick Morrow**, with whom he served in 45 Cdo, RM in Aden, 1961.

HMS Albury 1939: Any Ship's company who commissioned Albury at Malta, August 1939, call Captain Gower on 01749 840204. Ex-rating **Bob Maloney**, a Londoner based at HMS Badger, Parkstone Quay 1945-6. Ring 01623 742568 (evenings).

Windy Hill Receivers, Gibraltar 1966-68: Seeking any staff who worked there, including Adg. If you would like a drink for old times sake, contact Mark Jones, email: fliper@leander.isbusiness.co.uk

St Brides Bay 1957-59, Far East commission: Contact Alan Matherson, 01563 572282, concerning possible reunion.

HMS Londonderry 1st Commission, Home and West Indies, 1960 - 62: 90 old shipmates contacted so far. Video of commission and first reunion available, second reunion being planned. Contact Dave Wickham, 12, Foxglove Close, Ringmer, Sussex BN8 5PB, tel: 01273 812842.

Gerald (blood) Reed, Bert Greening - Far East commission Defender: anyone from 22 mess? Or from 1950-51 Crossbow, Pete Glover, John Dady, Lofty Flintham, Rosie. Anyone from 8 mess? Contact Ron Greer, 159, Lucas Ave, Chelmsford, tel: 01245 609930, email: r.g.greer@tesco.net

HMS St Vincent, D371 (1961): Contact Peter Church on 01788 844590, or email: churchpeter@hotmail.com

HMS Hampshire 1972-74: Glyn Willacott (Taft) seeks old shipmates, especially Tim Britton (Battler) and George Osia (Ossie), concerning re-union in Pompey October 4 to celebrate 25th wedding anniversary to Liz (Copeland, ex Wren SA, HMS Nelson). Write to 12, Laugharne Ave, Runcy, Cardiff CF3 8HY, tel: 029 2021 1650.

HMS Chapplet: Denis Broadbent would like to contact Noel Orme, Biff Bartlett, Eric Jupp all Mediterranean, 1955-6 Cyprus patrol and The Suez Crisis November 1956. Contact him at 41, Culver Place, Christchurch 8007, New Zealand or at denisbroadbent@xtra.co.nz

HMS Protector: Seeking ex-crew who served in the Antarctic 1955-1968. Contact Harry Pinkerton, tel/fax: 01492 874685, email: harry@pinkerton.freemove.co.uk or Bill (Pinger) Bartlett on 01202 480767.

HMS Ark Royal, 1952/65: Arthur Broughton would like to hear from shipmates in the aircraft handling branch by mail to SITE 5, COMP. 72, Kerameos, British Columbia, Canada V0X 1N0, tel: 1-250-499-5509, email: irenebroughton@netscape.net

RH Haslar: Bob Paske: ex-MA from Haslar 1967-8 wants to hear from you. D.J. Muck-Buckland, 023 9283 0223, St Andrew Anchorage, Lidiard Gdns, Southsea PO4 9LF.

HMS Blyth: Vosper Thornycroft launch this Sandown-class minehunter on July 4, and wish to contact anyone who served in the first Blyth, a Bangor-class minesweeper launched in 1940, who could attend the launch. Contact Carol Freeman, PA to the Chief Executive, Vosper Thornycroft, Southampton, tel: 023 8042 6100.

HMS Grenville 1954-55: 'Walkabout' Yates, 'Spewy' Sid Saunders, 'Robbo' Robinson and John 'Windy' North seek stokers from the first commission after conversion as A/S frigate with Capt 'Hardover' Hopkins. Tel Canada 403 226 0502, email: jnorth@telusplanet.net or John Robinson, 01279 777401.

HMS Porpoise and HMS Oracle reunion at the Drumtork Club, Helensburgh, on August 4. Tickets £5 per person or £7.50 per couple. Contact Carl Baller on 01436 676104 or Mark Duffy on 01436 679921. If not available for this date, contact Carl or Mark over future events.

Reunions

July

Fast Minelayers S.E. Branch meets at noon in the RBLC, Braganza St, Kennington, on July 3. Ring 01603 437652 or write to Ray Moore, 89 Watling Rd, Norwich NR7 9TG.

Seaman Specialist Comrades Association AGM and summer function in the WO & SR Mess, Fort Blockhouse on July 8, 7.30pm start. Details from SSCA Secretary, 21 Merrivale Rd, Hilsa, Portsmouth PO2 0TJ.

Roedean Old Boys Association 60th anniversary lunch at Roedean School on July 13. Anyone who did torpedo, electrical or explosive courses at Roedean 1940-46 is eligible. Write to Ed Chapman, 6 Bacons Drive, Cuffley, Herts or ring Sam Morley on 01707 872720.

Over to You

Tripp: Whilst living in Singapore in 1950s and 60s, a man named Foo Chee Han ('Whacker') used to train Wendy Muston for swimming. He got the nickname when his father worked as a cook at HMS Terror, given him by a man from the Portsmouth area named Tripp. Whacker, a respected swimming coach, comes to Britain every other year and wants to meet all who knew him, especially Mr Tripp. Contact Wendy Muston (nee Cocking) on 023 9266 6662, e-mail: tejay@muston123.freemove.co.uk

HMS Penelope Ship's Bell, from 1978: what happened to it? Contact Mike Bee, 1, Oddfellows Street, Mirfield WF14 9AB, or email: mikebee@mirfield34.freemove.co.uk

HMS Chevon: H. Dutton has photos of the funeral of STO/M Potter, who died in 1951, and is buried in Malta. If his family would like them, telephone 023 8086 7406.

HMS Centaur: A.J. Higbed has a copy of the End of Commission Service at Portsmouth, August 20, 1965. Contact A.J. Higbed, 31, Moorfield Drive, Baldon, West Yorkshire BD17 6LL.

RNAS Yeovilton, 1946: Arriving at the base, Ronald Jones came across musicians of the Polish Navy Band. When he returned in 1949, the band had left, so they formed a band, the Heronaires. Does anyone know of the stay, treatment and repatriation of the Polish Band? Contact Ronald at 9, Bury Hall Lane, Gosport PO12 2PL.

HMS Hollyhook K64: Seeking anyone who served in this ship, sunk April 9, 1942, off Ceylon. If anyone has info on Jonathan Wickett's uncle, Alfred Wickett, killed that day, or Albert Booth, contact Jonathan at 396, Wolsley Rd, Camelshead, Plymouth PL2 2ED, tel: 01752 219474, e-mail: Jonathan.wickett@virgin.net

I would like to hear from any survivors from the SS Lady Hawkins sunk by U-66 in January 1942, with the loss of 250 shipmates and seven days in an open lifeboat. Contact J.A. Gee on 01704 228744.

Looking for info and photos of HMS Fleur de Lys, a Flower-class corvette sunk west of

Gibraltar in 1941. C. Burridge's grandfather, Derek, served on board. Contact C. Burridge, 5 Barfields, Blitchingley, Surrey, RH1 4RA.

HMS Scorpion: Can any survivor of the Scorpion provide info on her loss. T.J. Steele's brother Simeon was lost on her. Also does any Wren remember T.J. Steele spending the night in HMS Beaver 24-25 March, 1941? Contact T.J. Steele, 44 Birchwood Rd, Wollaton, Nottingham NG8 2ET.

HMS Gardania: If anyone recalls the time the crew picked up survivors (especially the injured John O'Connell) of the Niceto de Larrinaga, sunk by U-103 off the Canaries in 1941, contact Eugene O'Sullivan, 'Pinehaven', Torquay Rd, Foxrock, Dublin 18.

John Frederick Smalldon: Mrs J.M. Smalldon seeks anyone who knew her late husband, who served in HM ships Royal Arthur, Victory and Royal Albert 1944-45. Contact Mrs Smalldon, 26, Granville Close, Duffield, Belper DE56 4FY.

HMS Norfolk Commissioning Book: Mick (Stevie) Stephenson, Captain's LCH 1970-72, was drafted prior to the book being printed but would like a copy. Phone 01964 614917, e-mail: mickplace@talk21.com, or write to 14, Cheverton Ave, Withersea, East Yorkshire HU19 2HP.

HMS Devonshire 1971-73: Paul Hurley sat on the Commission (Line) Book committee and wrote a report for it. He was drafted and never saw the final item. He would like to borrow, or own, a copy. Contact him at Highfield House, 10, Petrel Close, Winsford, Cheshire CW7 1LB, tel: 01606 594420, e-mail: paul@hurley.freemove.co.uk

Glen Sankey seeks info from shipmates of his grandfathers, Bill Sankey in HMS Pozarica and Bill Morgan in HMS Wild Swan. Any info to Glen Sankey at gsankey@privateinvestigation.com

HMS Bottisham, Ham-class inshore sweeper: Edmund Rank seeks the Ship's Bell, to borrow it for a Church Millennium Festival on July 16-17. Contact Edmund Rank on 01223 811369 or 01223 811616.

Fontainebleau (Unimer) 1949-50: Seeking anyone drafted to Cour Henri Quatre, RNSS, Pembroke, Paris, Ganges, West Indies and Scotland, who recalls ex-CPO STD Alex Sutherland. Con Rowlands has already been contacted locally. Contact Alex at 126, Tufton Rd, Rainham, Gillingham ME8 7LQ, tel: 01634 374857, e-mail: laura.sutherland@virgin.net

HMS Lance - WW1: Karen Lonergan seeks info on her grandfather, Arthur James Ford, born Hastings, February 14, 1894. Also seeks a copy of the book HMS Lance. Write to Mrs Karen Lonergan, 751, Alexander Drive RR#1, Peterborough, Ontario, Canada K9J 6X2, e-mail: lonergan@nexicom.net

SLT George Templeton Guthrie, Commander of LCT 427: Isabelle Clark is trying to find out to which Normandy beach this craft was headed when it went down with all hands, including her uncle George. Contact Isabelle at 125, Southmoor Drive, Denver, Colorado 80220, USA, or e-mail: kic@csn.net

HMS Malaya: Seeking info on a Staffordshire Bull Terrier named Lumpur, the mascot of HMS Malaya. Could anyone with memories of Malaya and life with Lumpur contact D. Alcadi, 174 Buttermere Way, Newport NP19 7BL, tel: 01633 251295.

Mrs Kathleen Smith seeks **James Coleman**, a sergeant in the Royal Marines, married Joan and had a daughter, Penny and emigrated to Mildura, Australia. Also Harry Barrett from Hull, possibly either a PO or Purser. Both were in HMS Shropshire around 1940-42. Write to 203, Fairdene Village, Stapleton Rd, Sarnia, Durban, SA 3610.

Ernest J Beddingfield (Lofty), a survivor of HMS Repulse: Info is sought by Mrs M.J. Wilson. Ernest had been at HMS Leeuwien, Freemantle, West Australia, and she has a document to return to its rightful owners. Contact Mrs Wilson at 7/108 Fern Road, kic@csn.net

HMS Duff reunion in Solihull, October 6-7. Contact N. Johns, The Old Chandlery, New Rd, Instow, Bideford EX39 4LN, tel: 01271 860578.

HMS Saumarez reunion at the Home Club, Portsmouth, on October 7. All former shipmates invited. Contact M.J. Salter on 01249 712525 for details.

HMS Bruce Register reunion at the Ambassador Hotel, Scarborough, October 8-10. Members and partners welcome. Details from the Secretary, 0121 532 4058.

14th Carrier Air Group, 804 & 812 Squadrons reunion for all associated with the CAG, 1948-52 at the RNA Club, Leamington Spa, on October 14. Contact Ken Lambert, 17, Walgrave, Orton Malborne, Peterborough PE2 5NR, tel: 01733 234655.

HMS Norfolk, cruiser 1930-50: Reunion dinner of the Old Norfolk Association on October 14 at the Astor Hotel, Plymouth. Partners welcome. Contact Ken Moth, 01606 46228, e-mail: kbmoth@btinternet.com

October

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November

Ton Class Association West of London pre-Christmas reunion lunch at High Wycombe, November 25. Contact Edward Freathy, Elmbank, Marlow Rd, Bourne End, Bucks SL8 5NL, tel: 01628 523711.

2001

HMS Ceylon Association reunion for 2001. Contact R Pratt, 33 Swarraton Rd, Havant, PO9 2HH. Tel/Fax: 023 9247 2243.

HMS BIRMINGHAM ALL COMMISSIONS

All crew members interested in a reunion at The Nautical Club, Bishopsgates Street, Birmingham B15 1ET.

Phone: 0121 643 9475

Write, phone or e-mail

nauticalclub@lineone.net

Secretary, Alec Wright for details.

Numbers limited to 140

HM SUBMARINE SIDON

Scuttled 14th June 1957 in Lyme Bay off Portland Bill

We are seeking technical information regarding the procedures in scuttling this submarine. Due to the lack of technical information available, would any person or persons involved in the scuttling of this vessel please contact:

C.J. or B.J. Evans on

01258 455379

or write to: Downton House, Tarrant Keynton, Blandford

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Wilson, WA, 6107, Australia.

HMS Hursley, Hunt-class destroyer: Mr G.N. Coleman seeks info on Donald Charles Jackson, born 1924, a gunner during WWI. Stories from ex-crew regarding personnel and operations of the ship appreciated. Contact Mr Coleman, 30, St Mawes Ave, Wilford, Nottingham NG11 7BW.

Star of Pentland: Pete Whitehouse seeks photos or info on this vessel, a trawler built in 1915, converted to a minesweeper by the RN in 1940, returned to trade in 1946. Her White Ensign has been presented to Huddersfield RNA. Contact Pete Whitehouse, 4, Bradley Grange Gardens, Huddersfield HD2 1QX.

HMS Avonvale, L06: Taffy Seer seeks anyone who remembers him, like Molloy, Walton, Davies etc. Can they tell him which beach they were on at D-Day, details of exploits in the Adriatic, any books referring to L06? Contact Taffy at 60, Lawrence Hill Ave, Newport NP19 9BQ, tel: 01633 271280.

Badge: In the Butchers Arms, Stonehouse, Plymouth, is a ship's circular badge, with an image of a posterior containing two arrows and another two arrows heading towards it. On top is '4 R O'. What is this unofficial badge? Contact Alan Jones, 101, York Rd, Weston Mill, Plymouth PL5 1AU.

HMS Grove: K. Holdaway's brother Douglas was lost when the ship was sunk on June 12, 1942. Would any survivors please contact K. Holdaway, 23, Ringley Rd, Horsham RH12 4AS.

Sailor: Craig Hollingsworth (ex-Naval Airman) would like to obtain a copy of the 1976 video, and would like to hear from anyone who remembers him. Contact him at 14, Parkhill Way, Wilson, West Australia, 6107, Australia, or e-mail: poosee@primus.com.au

RN W/T Kranji (64-67), **HMS Whitby (67-8)**, **HMS Eagle (69-72)**: Has anyone had, having or likely to have a reunion for members of these ships companies? Contact Larry Evans, on 0151 336 6772 or e-mail: evans@blackyslane.freemove.co.uk

HMS Galatea: Kenneth Clark's uncle, Montague Frank Clark, was killed in action on board on December 15, 1941. Could any crew member or anyone with info about the ship and her history contact Kenneth at 31, Lyn Grove, Kingskerswell, Newton Abbot TQ12 5AR, e-mail: sputhnik1@btinternet.com

Glyndwr (Taif) Harrison served between 1940-1962 ended as CPO (Stoker). His daughter Debbie Norwell would love to hear from anyone who knew or served with him. Please contact her at thenorwells@tiny-world.co.uk or on 01603 474728.

HMS Aldenham: Wayne Evans' uncle, David Palmer Evans (Pd), died when the ship was mined in the Adriatic on December 14, 1944. He wishes to contact surviving crew members, and to obtain a book The Last Destroyer, HMS Aldenham 1942-44 by F.A. Mason. Contact Wayne Evans on 01492 584933 or e-mail: conway1@btinternet.com

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Helping Hands

Website will help disabled people

AN ex-CPO is one of the men behind a new website helping disabled people find services and resources on the Internet.

Mac Mackin retired in 1987, having spent much of his life communicating, and wanted to use the potential of modern technology to extend that communication.

Mac's son Stuart is married to Helen, who, like her brother and sister, are confined to wheelchairs, but Mac and Stuart spotted a gap in the Internet.

"There are many excellent websites on the Net for the less-abled, but they tend to be for specific categories of disabling illness, injury or condition," he said.

The pair came up with *Disabled-enabled.com*, a resource centre enabling the physically-disabled community to easily find, from one location, the websites that deal specifically with their condition.

The site covers facilities, services, equipment, sport, news, mobility, carers and work issues.

"Any organisation or Navy News readers who have, or know someone who has need of this resource are welcome to look up *www.disabled-enabled.com*, sign in and make a submission on anything that will inform, educate, entertain or help those with disabilities – and keep us busy," said Mac.

Lunch guests are rationed

WHEN guests enjoy lunch with the Commodore at RN air station Cudrose, they are usually guaranteed a treat.

But 200 people had to make do with soup and a bread roll at the most recent function – a famine lunch for charity.

Commodore Tony Hogg and his wife Chrissie presided over the event, which included stalls and a raffle, raising around £4,000.

The money will go to St Julia's Hospice, St Teresa's Cheshire Home, the NSPCC and King George's Fund for Sailors.

Teams tackle half marathon

TWO teams from Devonport Naval Base raised a combined total of more than £2,000 in the Plymouth Half Marathon.

A group from Captain Fleet Maintenance collected around £1,200 for the children's cancer charity, CLIC.

Injury and illness reduced the Waterfront Whippets team to six, but all finished, and raised £900 for St Luke's Hospice in Plymouth. The Whippets runners work for the Base Supply Officer.



● Going down: Mne Tommy Drinnan prepares for a 'run down' at the Scottish Life building in Edinburgh.

Picture: LA(PHOT) Richards.

Cadets tidy up local eyesores

YOUNG Officers from Britannia Royal Naval College (BRNC) have been busy helping with community projects under the college's Outreach scheme.

For 40 cadets and three staff, the task of repairing and restoring parts of Ditsworthy Warren House and working on drainage in Burrator Woods was complicated by wintry weather.

Meanwhile, 70 cadets in college boats worked under the direction of River Officer Lt Mark Malley to remove glass and metal from the shoreline behind Sandquay, gaining valuable boat-handling practice as well as filling two three-tonne skips with rubbish.

Members of the Senior Upper Yardman course painted and carried out maintenance work at Blackawton Nursery, while ten Young Officers carried out a similar task at a school in Stoke Fleming.

Royals drop in for appeal

A CHARITY abseil by 60 Royal Marines from an office block in Edinburgh has raised around £5,000 for the Erskine Hospital Appeal.

The men of 45 Commando continuously abseiled from the top of the Scottish Life Assurance Company building non-stop for 24 hours, demonstrating a variety of roping techniques.

The Erskine Hospital is being rebuilt to provide the best possible care for ex-Servicemen and women in Scotland, and a £16m centre of nursing care excellence will replace the outdated existing facility near Glasgow.

In addition, Erskine care will be

taken to other parts of the country to allow people to be looked after in units closer to their homes and families.

The first will be a 40-bed Erskine home in Edinburgh.

Wives aim high

THE WIVES of two Jungle pilots are planning to do a skydive at Honiton this month for Marie Curie Cancer Care.

Donations in support of Sarah Hannigan, whose husband Paul is with 846 Naval Air Squadron, and Sarah Brown, whose husband Steve is with 845 NAS, can be made by calling 01963 364186.

Pilgrimage of fun

ANOTHER 30 children have had the benefit of a week's pilgrimage to Lourdes, thanks to the Navy.

Three groups from Service and MOD families, along with 40 helpers including Naval nurses and chaplains, made the trip to France under the auspices of HCPT, an arrangement which started with a team from HMS Raleigh in 1979.

HMS Warrior 1860, in Portsmouth, was a key rallying point this year, when an HCPT Jubilee Baton was transferred to Kelly Robins, of RN 186 Group, who was taken by Royal Marines boat into the harbour to pass the baton on to HMS Dasher.

Her Commanding Officer, Lt Dean Bassett, handed the baton on to the Irish HCPT contingent in Cherbourg.

A special Mass was also held on Warrior's upper deck.

The pilgrimage itself was as much about enjoyment as anything else, with Tom Burns, the Principal Chaplain (Naval), noting the "fun, laughter, giggles and smiles" as well as the "spasms, frustrations, fears, uncoordination and pain." The trip also gives the children's families some respite back home.

Highlights included a picnic in the mountains, and the Trust Mass at the shrine of Our Lady of Lourdes.

It costs £900 to send a child and helper – the RN bill in 1999 came to £32,000 – so any support is welcome.

For details, contact your local chaplain, or HCPT(RN) Chairman Capt David Pond on 023 9270 2039.

Trio's winning streak

THREE Royal Navy wives who streaked for a bet after England beat Germany at Euro 2000 repeated their run before the Romania game – but this time for charity.

Amanda Buckley, Kerry O'Connor and Nicola Hall ran round the Eggbuckland estate in Plymouth, fortunately choosing to go before the match, while spirits were still high.

This time they wore slightly more than the flag which they employed after the Germany game, to avoid offending any-

one – and collected around £200 for play equipment at Alexandra House.

"Our husbands want a re-run, and we thought we could raise some money at the same time," Amanda told *Navy News*.

"We wore bikinis, England hats, that sort of thing, and got a really good reaction. It's just as well we didn't go after England lost."

With England out of Euro 2000, the women are now planning different fund-raising ventures for Alexandra House.

Runners mean business

FOUR RMA members have issued a challenge to serving Royals as they prepare for the Poole to Lympstone race on September 9-10.

Taff Pearce, Martyn Jones, Tony Hulme and Richard Baker are the first RMA team to enter – and Taff said: "We are not entering to make up numbers, but to beat as many serving personnel as possible."

The four are raising money

for the widow and child of Cpl Kevin Weaver, who died after being attacked in Plymouth.

They have set up the Kevin Weaver Trust Fund with Barclays Bank. Donations can be made to account number 00177075, sort code 20-60-58.

Their venture is being sponsored by Watts Tyre Co, who are providing a minibus, driven by RMA member Gerry Spencer.

In Brief

EVENTS organised by staff at Victory Building, the headquarters of the Second Sea Lord in Portsmouth, raised more than £1,400 for Rachel Madocks School in Portsmouth.

T DAY – the highlight of SSAFA Forces Help's Big Brew 2000 – will be on Thursday, September 21.

The event, which runs from September 18-24, raises money from donations at tea-breaks large and small.

MENCAP is seeking 60 tough volunteers for a Sahara Challenge on November 11-18.

The challenge comprises a 4x4 drive, camel trek, run, cycle and hike in Morocco, and volunteers must find £300 plus sponsorship.

Call 0845 9777 779 or e-mail events@mencap.org.uk

NAVY runners have handed a cheque for £3,000 to the International Spinal Research Trust.

The money was raised by Lt Cdr Steve Arnell (HMS Nottingham), WO Bill Thorburn and POWren Chris Phillips (MCTA) at the London Marathon.

COMBAT Stress, the ex-Services mental welfare society, is hosting a performance of Puccini's *Madam Butterfly*, by the Opera del Mar on July 20, to raise funds.

The performance, in the grounds of the Royal Hospital, Chelsea, begins at 8pm, and tickets are £25 per person, with accompanied under-16s free. Details from the ticket hotline on 01634 226203.

A CHEQUE for £250 was handed to St Julia's Hospice by members of the Warrant Officers and Senior Rates' mess at RN air station Cudrose, following an event attended by members of Camborne and Redruth RNA.

PTIs Rob Greetham and Pat Patilla, from RN air station Yeovilton, paid a visit to the children's ward at Yeovil District Hospital, taking armfuls of chocolate donated by Naval personnel who competed in the station's *It's a Knockout* competition.

A TEAM from the Royal Navy has been completing a set of challenges around the country in order to compile a giant jigsaw.

The three Armed Forces were competing in the Motability Jigsaw Challenge, which heralded Independence Week, designed to raise awareness of the mobility needs of disabled people and the Motability charity.

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Sport



● POPT Henry Cooper.

New gear for Agrippa team

RN staff at the headquarters of Allied Naval Forces South in Naples have a new fitness suite to keep them on their toes.

With 45 people on the site, a plea went out for on-site recreational facilities for HMS Agrippa – and the RN Sport Lottery and RN and RM Sports Control Board funded the suite, opened by Rear Admiral Richard Lippiett, Senior British Officer (Naples), watched by POPT Henry Cooper.

In contention

HMS NELSON has started to make a name for itself after years of sporting under-achievement.

The combined Nelson/Naval Base added the Portsmouth Area athletics titles (male and female) to the area golf trophy, the football league and rugby union league titles of last season.

In the runs

A POWERFUL innings of 69 by Royal Marine Sean Needham steered the Combined Services to a 54-run victory against the Earl of Arundel's XI at Arundel Castle. Lt Peter Andrew contributed 37 to a final total of 228 for six declared.

Race day

GOODWOOD race track is staging a Portsmouth and Royal Navy Race Day on September 9, including the RN Maiden Stakes.

Martial forces

A RN and RM team of 20 is entering the inter-Services martial arts championships, to be held at RAF Cosford, for the first time.

Sports trial

HMS SULTAN'S sports and open day will be held on Thursday, July 27, giving the opportunity for people to try new sports and pastimes.

Air triumph in water

SERVICE commitments affected teams at the Inter-Command swimming and water-polo championships, but failed to dampen the enthusiasm of participants.

Four teams competed in a round-robin series to determine the two finalists. The results were: Air 6, RM 3; Portsmouth 7, Plymouth 1; Portsmouth 5, RM 7; Air 9, Plymouth 1; Plymouth 0, RM 16; Air 5, Portsmouth 3.

Air and the Royals, both severely depleted, displayed a fearsome determination as they squared up.

Neither side managed to take

Medals at the Palace for judo pair

TWO out of four Navy entrants to a judo event came away with medals – one gold.

CPO Ian Clark was the first of the quartet to compete in the Southern Area Open at Crystal Palace, but found the opposition tough in the under-81kg category.

He lost to the favourite in the first bout, which affected his performance in the second, and despite building a commanding

lead in the final bout, a desperate lunge by his opponent left him out of the reckoning.

AEA Pete Rogers also suffered two quick defeats in the Under-66kg class, but settled well in his final bout to win a bronze medal.

Two Navy men challenged for the Under-73kg class, which had a large entry – a number sporting young international badges.

Cpl Colin Morris managed two wins in his

pool, and Mne Paul Chadwick had a blistering start with three straight wins.

Colin narrowly lost in the quarter-finals, but Paul beat the local favourite in the semis and then scooped gold at the age of 19.

Navy players will be involved in the London Open next month. For further information contact the Secretary of the RN Judo Association on 9380 25851.

England fall again to skilful Portuguese

DIFFERENT players (though Seaman was playing), different venue – but England still lost to Portugal at football.

This particular game was played between serving English personnel – mainly RN – and their Portuguese colleagues at NATO's HQ CINCSOUTHLANT.

A plea to the Football Association was answered when a full England strip, plus tracksuits and souvenirs, reached the sailors.

On the day the nations clashed at the European championship, the shadow squads met on one of the National Stadium pitches.

Cheered on by families and friends, English hard work and determination neutralised their hosts' technical ability, and the early chances went England's way, with LWEM Chris Walker causing problems up front with his pace.

POPT Ian Hardcastle, Lt Phil Seaman and Lt Cdr Ian Freegard controlled midfield, but – unlike in Eindhoven – early chances went begging, and Portugal took the lead.

The heat took its toll in the second half, and though England had chances, it was agreed the single-goal win was a fair result.

The trophy and medals were presented by Mrs Frances Morton, wife of Commodore Tom Morton.

RN players were: POPT Hardcastle, LWEM Walker, Lt Seaman, Lt Cdr Freegard, POWTR Speechly, CPO Hutchinson, CPO Hutchins, POWEM Keohane, CPOWTR Bale, POWTR MacPhee, POWEM Mansfield, Maj Cook RM, POWEM Harrison and PORS Griffiths.



THE NEWEST ship in the Fourth Frigate Squadron took one of the prizes at the group's "It's a Knockout" and Superstars competition. Competing at a variety of sports, including giant kangaroo boxing – pictured above – and jousting, HMS Kent took top prize in the "It's a Knockout" section. For the more athletic performers, the Superstars section offered more traditional contests such as running and weightlifting, and HMS Iron Duke took the honours.

Cricket team struggles for form

NAVY cricket got off to a slow start, with four out of five games lost and one washed out.

With early availability problems, the Navy scored 199 for seven declared against the Free Foresters, Lt Justin Matthews (Seahawk) notching 72 not out, but the Foresters batted steadily and surpassed the target with seven wickets in hand.

Madras U19s hiccuped – they were 119 for six – but made 218 for eight in their 50 overs. The Navy could only muster 209 all out.

The match against the British Universities saw the Navy skittled out for 89, but the Senior Service was saved by heavy rain.

A match against the English Fire Services was reduced to 45 overs because of rain, and good bowling from CPO David Garbutt

(Sultan), with 4-15, and Mne Sean Needham (3-19), helped restrict the Fire Services to 166.

In reply, the Navy were always close to the asking rate, and MEM Steve Pearn (36), Lt Dave Pinder (43) and Lt Justin Matthews (40) all contributed, but the innings stuttered at the vital moment and the total fell one short.

To complete a gloomy series, Hampshire Seconds made steady progress against improved bowling and fielding, reaching 216-5.

But despite impressive knocks of 64 by Lt Peter Andrew and 37 by WTR Chris Potter, the Navy were all out for 181.

■ The inter-Services Under 25s competition takes place at the US Ground, Portsmouth, from July 6-8.

Senior fixtures are: July 12 v Lashings CC (Sutton Valence School, Kent); July 16 v Dorset

CA (Portsmouth); July 25 v Wiltshire CA (Portsmouth); July 26 v Midland CCC (Coventry); July 30 v Devon (Mount Wise).

■ HMS Nelson will play HMS Excellent in the semi-final of the Navy Cup, while HMS Heron await the winners of HMS Raleigh v HMS Drake in the other semi-final.

The final will be at Burnaby Road, Portsmouth, on August 2.

Clubs link up

PORTSMOUTH Royal Navy FC have joined forces with Fareham Borough FC to encourage the development of youth players.

The scheme will allow promising young players to play at a Wessex League level, alongside Navy players, to the benefit of both clubs.

Slow start for Navy athletes

FAMILIAR problems dogged the opening fixture of the athletics season at Braintree in Essex, writes Lt Graeme Riley.

The RN had to field an under-strength team, and athletes were forced to compete outside their events, but good performances came from Mne Damien Todd (HORM) in the high and 400m hurdles and MEA Jason Gresswell (Sultan) in the 400m and 800m.

LPT Neil Edwards (HMS Richmond) returned to the flat 400m after injury, while Lt Graeme Riley (Drake) completed over 20 laps of the track in search of points in three races.

Surprisingly, the team failed to achieve a single first place all day, and finished fourth out of five.

For the second match, manager Paul Winton was able to assemble one of the best RN teams in years – but they still only took fourth place behind three strong teams.

Neil Edwards and LPT Gary Ibbottson (Raleigh) gave the RN the perfect start in the 400m hurdles, and ended by teaming up with Jason Gresswell and MEA Mark Johnson (Sultan) for a thrilling win in the 4x400m relay.

Damien Todd won the 110m hurdles, but lack of race fitness meant LCK John Potts (York) had to settle for third in the 1500m.

The RNAC came up against tough opposition in the Gold Cup, ending up fifth out of six.

Jason Gresswell broke two minutes with a 1m 58.8s run for second in the 800m, while his coach, Ty Lewis, was second in the pole vault.

■ Mark Croasdale overcame poor conditions to win the Plymouth half marathon in a time less than half a minute outside the race course record.

Winter series ends with bang

WITH the end of the clay pigeon shooting Winter Series, won on the final shoot in Somerset by PO Ian Morgan – Portsmouth took the inter-establishment trophy – the stage was set for the Britannia Building Society Inter-Armed and Emergency Services competition.

The Navy staged the first round at Southdown SGC, which featured 97 shooters.

High Gun was Francis Bishop (Fire Service), while the Police took the team award.

Navy High Gun was Carl Everton, who scored 84 out of 100.

The second round was hosted by the Police in Norfolk, who made it two wins in a row. Navy High Gun was Hugh Smith (Heron).

The new competition means competitors can now be awarded their RN shooting colours.

Driving on

THE NAVY News-sponsored Cape-to-Cape Challenge car was preparing for the off as the current edition went to press.

The entry, representing HMS Nelson/Armed Business Services heads for Newcastle for official checks before the drive from northern Scandinavia to Spain.

Other sponsors include P&O Portsmouth, Aramark, Garbos Hair and Beauty, All About Signs and Victory Vauxhall, and money raised will go to Portsmouth Sea Cadets and cancer research.

Tough cycle

FORMIDABLE opposition in the Spring Cup, the first inter-Service road cycling event of the year, gave Navy riders a good work-out.

Comprising a ten-mile time trial and 30-mile road race, Navy men CPO Mark Davies (Spartan), who was eighth in the time trial, and CPO Craig Hay (Iron Duke), fourth in the race, rode well.

For more on cycling, contact CPO Graham Bush on 9380 22738.



● Team support: Cpl Marty Quinn volunteered for lifeguard duties over the weekend when the Senior British Ladies synchronised swimming team used the CTCRM pool to train in preparation for the European championships – and enjoyed a well-earned rest at the end of his stint.

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Boxers power to victory

THE NAVY beat a combined RUC/Garda Siochana team 3-2 in a show in Portsmouth.

The Navy got off to a bad start when Mne Sean Farrar lost a fierce contest on points, his power succumbing to the point-scoring flurries of his opponent.

But MEM Robert Maxwell evened the score when his strength stopped the bout in the second round, and AEM Vaughan Perkins put the Navy ahead with another second-round stoppage, tiring his opponent with smart combinations of punches.

Lt Chris Bowen, a former ABA novice champion, put the result beyond doubt when he brushed his opponent aside in the first round, though Mne David Tang ended the show losing on points to an awkward southpaw.

In a supporting bout, Mne Nick Isherwood was constantly on the back foot against the neat boxing of Wolvercut ABC superheavyweight P. Joyce, but the contest went to the Royal by majority.

OM Kev Davie went out of the ABA championships in the quarter-finals when a first-round cut was deemed enough for the referee to stop the fight in the third, with the boxers level-pegging.

Just the ticket

THIS year's Tri-Service rugby draw, sponsored by BAe Systems, has netted £10,000 for Service rugby – and a trip to South Africa for the winner, Sapper Egan, of 38 Engr Regt, who won two tickets to see South Africa v England.

Tony Mylott, of RAF St Athans, won two tickets to England v France and the Cottesmore Aces RFC won two tickets to England v Scotland.

Volleyball team seeks new blood

THE NAVY volleyball team is looking to build on an encouraging performance at the Crown Services tournament on the Isle of Man.

A close first game against the Prison Service was lost 2-1, and final winners the Fire Service were stretched to gain a 2-0 victory.

The RN's first win came against the Royal Marines, by 2-0, but they then fell to a strong Police side.

The second day brought defeat at the hands of the RAF, who lost in the final, but the day ended with a win against a weak Army team.

The search now begins for new, younger players – the average age of the team was 37.

The team is now preparing for a November tour to Perth, where they will take part in the Australian



● Coming through: Mne Beverage of Portsmouth Command prepares to take on a Royal Marines defender.

Picture: LW(PHOT) Christine Wood (SFPU).

Joint force wins tennis

THE MEN'S Inter-Command tennis championships, which was badly hit by non-availability of players, ended in victory for a team which only came together to compete in the tournament.

With players on duty elsewhere, Fleet, Plymouth, Scotland and Naval Air did not have the resources to raise individual teams.

But a Plymouth/Scotland/Naval Air combined team took on Portsmouth and the Royal Marines – and came out on top, with Portsmouth in second place.

LPT Losh, Lt Skidmore, and the doubles pairing of Cdr Osborne and Lt Cdr Mills won both their matches for the combined team.

Defence Force championships.

Lt Les Crawford (Collingwood) and CPO Laurie Moody (Centurion) retire from the team this year after more than 16 years of volleyball service each.

Anyone interested in Navy volleyball should contact Lt J. McQueen (Collingwood ext 2485.)

Testing tour

GRAPEVINE'S sixth annual ski tour allowed 27 novices to try winter sports in the French Alps.

Grapevine is an activity project set up by the Chaplains, and currently based at HMS Sultan. It organises leisure pursuits such as go-karting, canoeing and parachuting.

Ladies start with narrow defeat

THE LADIES golf season got off the ground with a team of six losing narrowly to the ladies of Southwick Park, writes Navy golf secretary Cdr Gary Skins.

Team captain Cdr Moira Hoath (AFPA Centurion) and POWAEM Jo Marshall (810 NAS) produced an excellent display in the middle of the three fourball games, winning 3 and 1.

Ladies secretary POWDH Pam Jack (Neptune) and POWWTR Riz Davies (Excellent) in the final match, played well, but just lacked the killer instinct and succumbed on the penultimate green.

But top pair LWPT Wendy Briggs (Sultan) and POWMETOC Carol McMurtry (Seahawk) found the handicapping system against them and suffered accordingly.

This was Briggs' first outing with the Navy team since completing her PT qualifying course, and as a

single-figure golfer will add significant strength to the squad.

The ladies team still lacks numbers; anyone interested in taking up the sport or wishing to be considered for the squad should contact ladies secretary POWDH Pam Jack on Faslane 6971 or the secretary RINGA on Temeraire 27880.

As the ladies were starting out, four men were competing in the prestigious Graham Butler Trophy at Ferndown.

On paper, the pairings of MEM Mike Settlefield (Sultan) and S/Lt Terry Taylor (Seahawk), and Cpl Chris Graham (RM Poole) and Lt Cdr Darryl Whitehead (810 NAS) were strong, but neither pair lived up to expectations.

Poor Saturday rounds of 82 and 80 respectively saw the team with early tee-off times on Sunday, and

Settlefield and Taylor again found difficulty getting into their stride, improving by just one stroke to 81.

Whitehead and Graham improved significantly to a respectable 75, only to fall back with a repeat 80 in the final round. Settlefield and Taylor found their form intermittently in the final round with a good score of 73.

The team was 12th out of 16.

As Navy News went to press, the men's Navy championships should be in full flow at Woodbury Park and the ladies' version at Cumberwell Park should have been decided. A full report will appear in Navy News.

■ HMS CAMBRIA (Cardiff), the home team, came up trumps at the first RNR golf championships, held at Celtic Manor, Newport.

CPO Greg Till and LWEM Jason Nelson were the top team, and Adam Nelson was best individual.

Sport



Fearless bags titles

RUGBY league players from HMS Fearless have proved hard to beat in competition.

The ship provided 16 of the 20-man Portsmouth Command squad which beat Joint Services (26-22), Scotland Command (24-12) and the Royal Marines (14-4) in winning the RN inter-Command championship.

The men of Fearless, coached by POPTI Wayne Okell, had already come up trumps at the RN rugby league 9s competition at HMS Collingwood.

The Royal Marines were in opposition again in that final, which the ship side won 22-14.

Rugby league is blossoming in the Navy since its inception three years ago.

Last year a Navy team entered the Silk Cut Challenge Cup – rugby league's equivalent to the FA Cup – and made it to the second round against competition from semi-professional teams.

Anyone interested in taking part in the game should contact LPTI Moore at HMS Nelson, ext 24150.

■ ENGLAND'S rugby union squad again limbered up for a tough challenge by training with the Royal Marines at the Commando Training Centre.

Following the successful programme before last year's World Cup, England coach Clive Woodward and his men returned

to Lymington to focus on team-building and decision-making.

Woodward, a great admirer of the Royals' training system, said: "The Royal Marines have prepared another excellent programme for the England squad."

"Our previous visits have been excellent, and our three-day stay will form an important part of our preparations for our five-match tour of South Africa."



● Tactical discussion: England rugby player Martin Johnson briefs his team on one of the tasks set by the Royal Marines at CTCRM, Lymington.

RN features in overseas games

PLYMOUTH Command came close to taking the top prize in the Episkopi Invitational rugby 7s competition in Cyprus.

The sailors made efficient progress through the 24-team competition – a team of Royal Marines fell by the wayside in earlier stages – to face the 1 Cheshire first team.

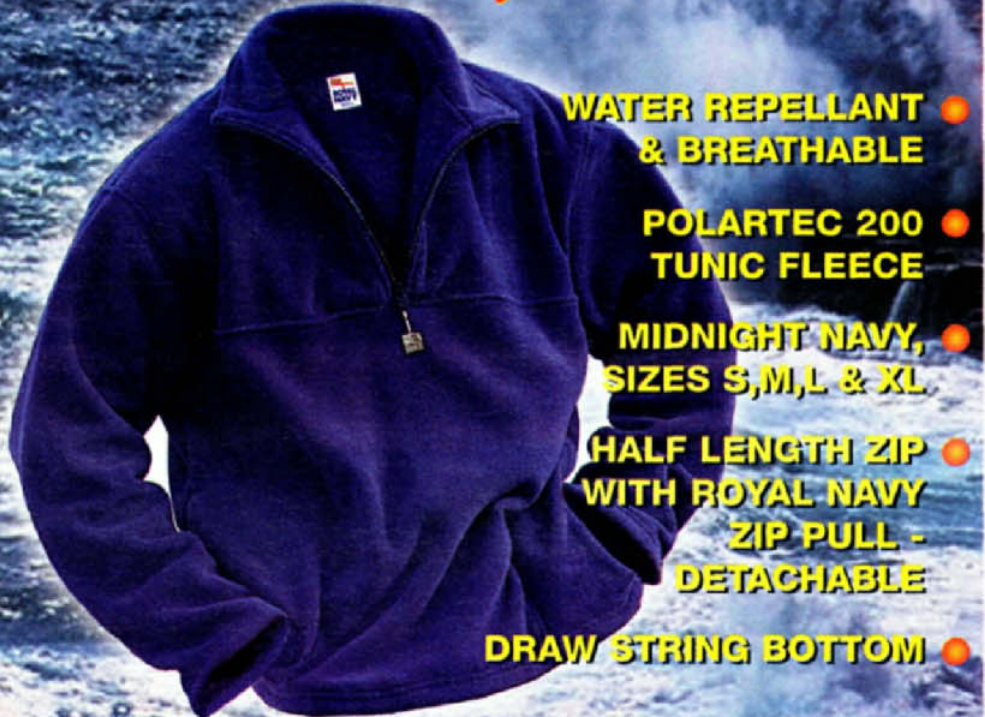
A tight first-half gave way to a more open second half, but the fitness of the infantrymen saw them through to a 17-12 victory.

■ Black Duke RFC, HMS Monmouth's XV, played a number of games against Service and local sides while on Gulf deployment.

Humidity, heat – up to 40C – and sand pitches caused some initial problems, but the team recorded some well-earned wins.

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Trident submarine 'in action' against US destroyer

Vanguard's 'first' on trials range

A BRITISH ballistic missile submarine has fired torpedoes at an American destroyer – all for the sake of research.

In a twist to the normal pattern of trials at AUTEK, the Atlantic Undersea Test and Evaluation Centre, HMS Vanguard took on the role of firing platform for Spearfish torpedo tests – a first for a Trident boat.

Just as unusual was the fact that the target vessel was the US Navy Spruance-class destroyer USS O'Bannon – British units normally fire at other Royal Navy ships or range vessels.

The tactical development firings, in deep water off Andros Island in the Bahamas, was controlled by staff of the Submarine Weapons Group from Faslane, and co-ordinated by the AUTEK cell at Maritime Warfare Centre, Portsmouth, and the USN Undersea Warfare Centre.

Rear Admiral Rob Stevens, Flag Officer Submarines, witnessed the trials.

The use of a Vanguard-class boat results from the 1998 Strategic Defence Review, which announced that Trident submarines would be used for a wider range of activities such as trials, surveys and exercises.

French sub's Clyde debut

FOR THE first time a French ballistic-missile submarine has visited the Clyde Naval Base – the home of Britain's nuclear deterrent.

The visit of FS L'Inflexible came in the wake of the Trident submarine HMS Victorious's visit to Brest in February. The French call is seen as having further strengthened links between the two navies.



● HMS Vanguard – breaking new ground at AUTEK.
Picture: Karol Heffner

FLEXIBILITY APPEAL TO RESERVES EMPLOYERS

DEFENCE Secretary Geoff Hoon has told an audience of employers that the Government was asking them to be flexible enough to allow time off for Reserves to attend training so they could meet the new demands on them. "I cannot over-emphasise the role of the employer in all of this," he told them.

At the event held at the Permanent Joint HQ at Northwood, Mr Hoon launched a new employer support guide produced by the National Employers Liaison Committee (NELC) under its chairman, John Bridgeman.

He said the NELC had been working to develop a 'profitable partnership' between employers and the Ministry of Defence. It was a partnership in which both parties had a say, and both parties benefited – MOD from the delivery of vital military capability, and the employer by gaining access to world-class management and leadership training.

He said the Reserves had undergone a sea change in recent years, and the Strategic Defence Review foresaw them becoming more useable in support of Britain's Armed Forces.

"The Reserves are developing a culture that acknowledges – and even welcomes – compulsory mobilisation," he said. "There is no doubt that the chance of any individual being called out has increased substantially."

But he sought to reassure employers, saying: "We acknowledge that your employees – our employees – are a shared asset. Therefore we would never call on them lightly."

"We are keen to ensure that greater integration with the Regular Forces and the far higher likelihood of mobilisation does not make Reserve service incompatible with most civilian employment. To achieve this balance, we need to co-operate with you."

He ended by stressing the need for MOD and employers to work together to achieve a mutually beneficial approach to Reserve service.

800 on parade for Queen at Sultan

OVER 800 sailors were on parade in Divisions for the Queen's visit to HMS Sultan, the Navy's Marine Engineering School.

Her Majesty presented the establishment's Sword of Honour to Lt Jeremy Bailey, judged the best overall engineer under training. Lt Bailey is now serving in HMS Somerset which returned from Sierra Leone in March.

After the parade the Queen took a closer look at some of the work carried out by the engineering branches, and met the families of many staff and students.

Throughout the visit she was escorted by the Commodore of HMS Sultan, Commodore John Claydon.

In June, Sultan's summer show drew weekend crowds of 12,000 and raised more than £15,000 for Naval and local charities. Attractions included the White Helmets Motorcycle Display Team, as well as horse-riding, parachuting and aircraft displays.

The day before the show, a charity reception was held for almost 600 people – including a free funfair for 300 handicapped children.

2000 Group face Far East test

SHIPS of the Navy's global task group have reached Singapore to prepare for major exercises as *Navy News* went to press.

HMS Cornwall recently completed her third port visit, to Muscat in Oman, where her sports teams made a big impression despite temperatures which soared into the 40s. Her rugby team managed to beat Muscat RFC 35-15 – the first win by a visiting ship for five years.

Another ship of the group, HMS Newcastle, has visited Mumbai in India, where her new Commanding Officer, Cdr Steve Pearson, joined the destroyer.

Newcastle and HMS Sutherland left India to join the rest of the group in changeable weather, and experienced a "fairly heavy swell" as they rendezvoused with tanker RFA Bayleaf in the Indian Ocean.

NTG2000 exercised with a combined Netherlands and Belgian group of ships which were heading for Europe, then the UK force steamed to Singapore, their base for exercises Lionheart and Flying Fish.

Road flotilla launched

A 'FLOTILLA' of Royal Navy recruiting vehicles has been launched on to the nation's roads.

The force of 14 trailers and two carnival floats got their send-off from the Second Sea Lord, Vice Admiral Peter Spencer. The vehicles are bedecked in new, eye-catching livery and will be attending nearly 200 careers fairs and major public events.

Among the attractions they offer are simulated rides in Sea Harriers and Merlin helicopters. Their purpose is to increase public awareness of the Navy with the aim of recruiting up to 4,750 sailors and officers.

Sceptre is back

AFTER almost three years in refit, HM submarine Sceptre was recommissioning on July 1.

As well as an official ceremony at Rosyth, and a ship's company dance in the evening, the event was being marked by a raffle in aid of Sceptre's adopted charity, Montrose School. Among the prizes is one presented by *Navy News* – a year's subscription to the paper.



Gloucester returns

YES! . . . the body language says it all as HMS Gloucester approaches the jetty at Portsmouth on completion of a four-month deployment to the Gulf. The Type 42 destroyer's primary role in the Middle East was as air-defence escort to the aircraft carrier HMS Illustrious, which was subsequently diverted to Sierra Leone. Gloucester left the Gulf in March, and has been taking part in the major NATO exercise, Linked Seas 2000, in the Bay of Biscay.

Gulf illness: Stress may have been involved

NEW ANALYSIS of what could have caused ill-health among Gulf War veterans suggests that stress combined with multiple vaccinations in theatre may have been a factor.

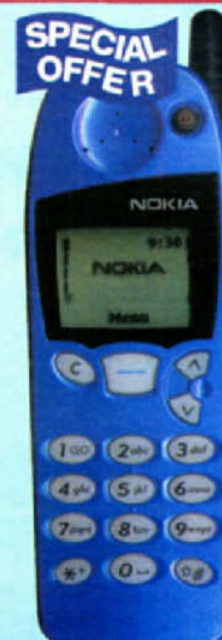
The suggestion is made as a result of more detailed work by the Gulf War Research Unit at King's College, London, following the idea first put forward 18 months ago that vaccinations could be associated with later self-reporting of ill-health.

The detailed analysis shows that immunisations given before deployment to the Gulf did not seem to be associated with reported ill-health, whereas those given during deployment did.

The researchers have suggested that the different outcome could be due to stress, although there is at present no explanation for that.

Their conclusion that in future jabs should be given before deployment has been welcomed by the Ministry of Defence. MOD intends to restart routine, voluntary immunisation against anthrax for personnel due to deploy to the Gulf.

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FOR THE FIRST time as they pursued the defeated army of North Korea to the Yalu river in October 1950, UN forces began to encounter Chinese troops – not initially in any number and seemingly wary of making determined attacks. The true significance seemed to have been lost on Washington, where the tentativeness of the Chinese was misread as weakness. In fact, it was most likely that Mao's army was, in a sense, firing warning shots.

Whatever else they were, the first wave of Chinese troops to be committed to Korea were no novices. Unlike the majority of the men they faced across the Yalu, most were steel-hardened veterans of over eight years of war against a formidable foe – the Japanese.

They may have lacked equipment and resources, but they were tough and committed. And, unlike the Americans, they were not tied to the roads along which would come the rations; a Chinese soldier needed less than one-sixth the daily supplies required by an American.

The West's second great shock of the war broke with the sound of bugles, whistles, drums, rattles and bullets echoing in the Chongchon Valley on the night of November 25. The Dragon had awoken. The Chinese were attacking in strength, and there was nothing tentative about it.

The US Eighth Army and the ROK II Corps on the western side of the Korean peninsula, were soon falling back in chaos, abandoning their equipment in their flight before an attack by 18 communist divisions.

Ironically, the fact that the Chinese were lacking in radio communications and modern equipment contributed to the stealth their build-up had been able to achieve. And Mao's troops were able to move with seeming ease in the hills, cutting off the US roadbound units and achieving psychological, if not material, superiority. They cut the US 2nd Division to pieces; it suffered 3,000 casualties in retreat under fire, down a valley – an event that became known as their Death Ride.

In one of the greatest defeats suffered by American arms, Eighth Army fell apart, retreating 120 miles in ten days, and recrossing the 38th parallel on December 15. They were followed by a pathetic, human tide of refugees, starving, freezing, their clothes in tatters, and being repeatedly strafed by US aircraft which probably mistook them for Chinese columns.

Among the units covering the retreat was the British 29 Brigade whose men found themselves in hand-to-hand combat with Chinese troops in the inaptly named Happy Valley north of Seoul.

The South Korean capital was taken again – this time by the Chinese. By now the desperate cold – as low as minus 20C at night – added to the misery of the retreating troops, their casualties swollen by cases of frostbite. Graves for the dead had to be blasted out of the frozen ground. Oil and blood plasma froze, and medical orderlies had to keep morphia syrettes in their mouths to keep the drug fluid.

On the eastern side the Chinese offensive was faced by X Corps comprising 1st US Marine Division and 7th US Army Division. They were advancing towards the Yalu along the large Chosin Reservoir when the Chinese offensive began.

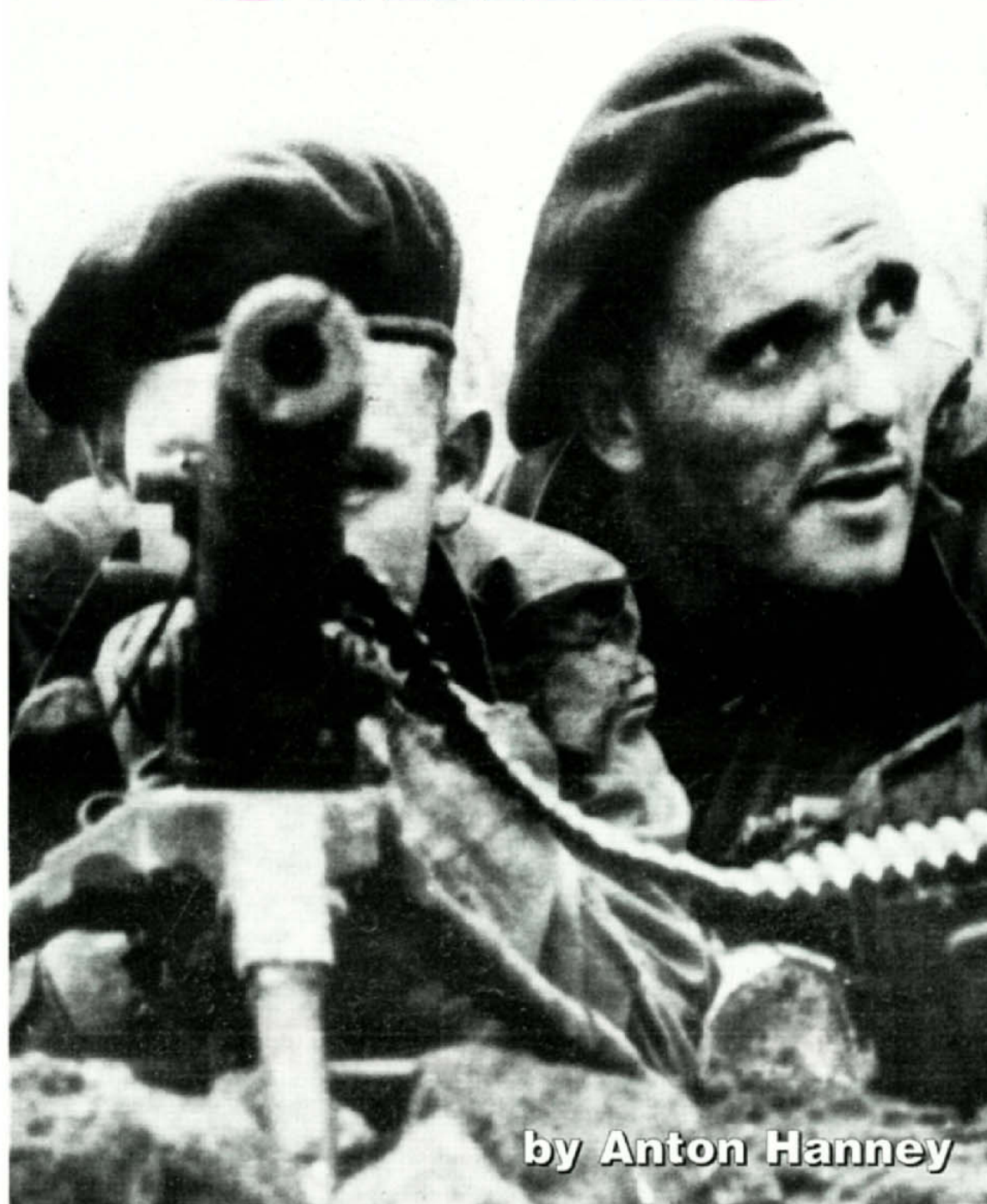
The beleaguered corps conducted a painfully slow, staged, fighting retreat towards the port of Hungnam – and salvation. At each step they were surrounded, losing men to the Chinese and to the cold.

At Hagaru, at the southern apex of the Chosin Reservoir, X Corps was being re-supplied by air. It was there that the commander of 1st Marine Division, Lt General O. P. Smith, famously told news correspondents: "We are not retreating, we are merely advancing in another direction."

The Royal Marines of 41 Cdo – now numbering 235 – joined X Corps on November 28, arriving at Koto-Ri, 17 miles south of Hagaru, with orders to march north with a company each of US

KOREA

THE DRAGON STRIKES



by Anton Hanney

● A Royal Marines machine-gun team await the Chinese on a hill in Korea.

Picture: Royal Marines Museum.

Marines and US Army. Smith badly needed them to reinforce the Hagaru perimeter.

The combined group under Lt Col Drysdale, came under attack almost immediately they started out. The US Army unit retreated back to Koto-Ri while the British and US Marines fought it out all night beside the road.

In the morning Drysdale led fewer than 100 of his Marines into Hagaru. He and many of his men were wounded or were suffering from frostbite.

Eventually, Smith's force began its withdrawal south from Hagaru to the port of Hungnam on December 6. With them went Drysdale's Marines who impressed the Americans with their self-

discipline, not least because they insisted on shaving each morning, despite the sub-zero temperatures.

But their fighting ability was held in renown, too, the depleted unit acting as rearguard, and having to fight its way through an estimated seven Chinese divisions before reaching the coast.

On December 10 the first of the 100,000 men of X Corps reached Hungnam where the US Navy was waiting. By Christmas Eve, evacuation from the port was complete.

The US Marines alone had suffered almost 12,000 casualties – over half as a result of frostbite. But they had come out in good order and with most of their equipment intact. It is believed that the

Chinese lost 37,500 casualties in the Chosin campaign, many as a result of the cold.

At sea at the end of 1950 the frigates HMS Mounts Bay and HMS Whitesand Bay took turns to keep the enemy approaches from Amgak and the Chinnampo estuary illuminated by starshell during critical periods – and they kept a watch on Taewha-do, the only island in the Yalu gulf in the hands of friendly guerrillas.

Among the US casualties in Korea at that time was the commander of Eighth Army, General Walker, killed in a road accident. His successor was the dynamic

General Matthew Ridgway who had led the 82nd Airborne Division in the Normandy campaign.

He had inherited a shattered force, but with typical diligence and fresh impetus he set about putting it back on its feet and restoring morale, partly through improved supplies, but mainly by better tactics. From now on his troops would not be road-bound, but would employ the sound military doctrine of taking and holding commanding terrain. They would fight for the hills.

It was Peking, now, that had miscalculated. Like MacArthur, the Chinese believed that the conflict in Korea could be won outright by military means alone, that the US imperialists and their lackeys could be expelled entirely from the peninsula and that Korea could be united under the Red banner.

But their offensive was running out of steam, and with Ridgway's arrival, UN resistance was stiffening. In the early months of 1951 the UN forces not only halted the enemy drive south, but in a series of well-planned counter-attacks recaptured Seoul for the last time, and drove the Chinese back over the 38th parallel and over the Imjin river.

There was soon to be another big change at the top which was to influence the course of the war. For some time MacArthur had been stepping outside military bounds to force the political pace over Korea. He now pressed openly for full-scale war with China which, though it struck a chord with impatient public opinion in America, worried Washington and scared the pants off many of its allies – including Britain.

MacArthur's was not a lonely voice at that time in urging that China should be bombed – including nuclear strikes. And he pressed Washington to take up Chiang-Kai-Shek's offer of Chinese Nationalist troops for Korea, which alone would be seen as a major escalation by Peking. It seems that to support his case he played up the difficulties being faced by his forces in Korea at a time when, thanks in large part to Ridgway, the situation was stabilising.

Diplomatically, it was clear to governments that escalation at best was likely to severely damage the moral standing of the UN and USA and lead to a protracted war with China which would be difficult to end. At worst it could mean Soviet intervention – and another World War.

All-out war with China was unthinkable to Truman, and he had the courage to settle the debate by dismissing his popular but over-mighty Supreme Commander. It was an action which sent shockwaves through the American public and diminished the President's own popularity. But it was viewed with great relief by the British government and others.

MacArthur was replaced by Ridgway, the man he had appointed to command Eighth Army, the man who had had to sit back that spring while MacArthur took the credit for Ridgway's operations which turned the Chinese tide.

Eighth Army's new commander was to be General James Van Fleet, who at his first press conference on April 22 voiced what was an increasing sense of a lack of purpose among the UN's forces. Asked by a journalist, "What is our goal in Korea?" he replied: "I don't know. The answer must come from higher authority."

That day a new Chinese offensive opened in west Korea. But this time, Ridgway's men stood on commanding terrain, and although they were slowly forced back in many places, they inflicted unsustainable losses on the Chinese whose human-wave attacks had lost their psychological edge against a well-equipped and well-positioned enemy with air and artillery support.

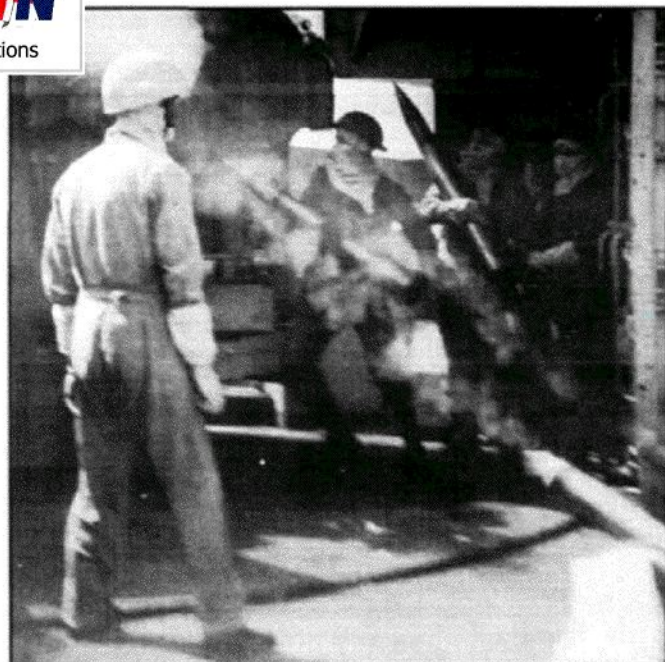
Though the spring fighting produced no disasters of the magnitude of those suffered in the previous winter, it was tough going. Best remembered is the story of the courageous stand by the 1st Battalion The Gloucester Regiment against three Chinese divisions attempting to force the Imjin river.

The battalion, part of British 29 Brigade, held out, surrounded, for three days, battling on without hope of relief. Only 169 of the battalion's 850 managed to break out. In total 29 Brigade suffered 1,000 casualties – but in the same action the Chinese lost ten times that number.

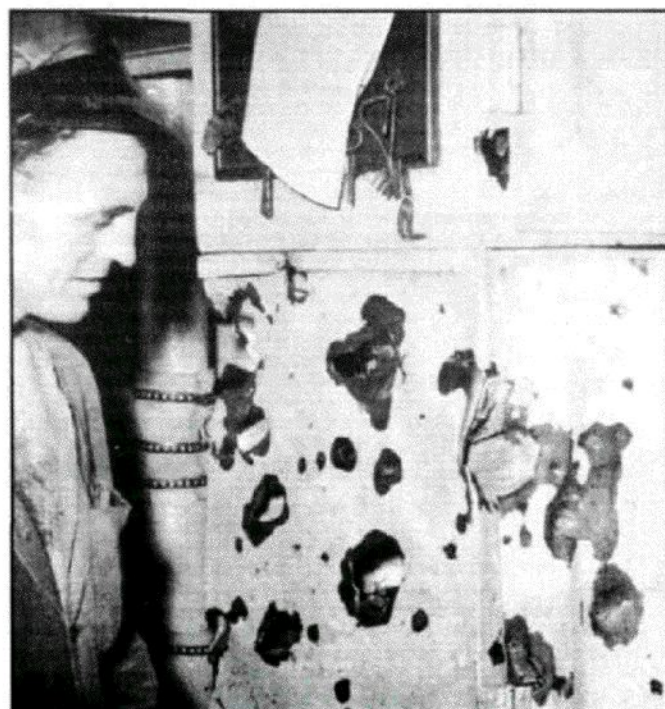
The next month Eighth Army began another successful offensive to drive back the Chinese and to control the industrial 'Iron Triangle' in central

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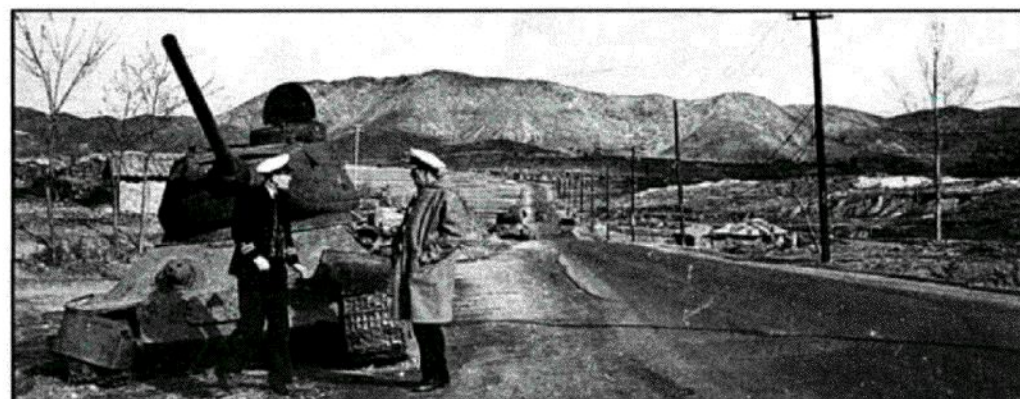
'Most of war is boring and the few Dangerous forms of monotony



● The cruiser HMS Newcastle conducts rapid fire with her 4in guns against North Korean batteries which engaged her. The Royal Navy almost invariably had the edge in such duels...



... but occasionally the enemy found their mark, as in this case when HMS Mounts Bay was hit by a 75mm shell, leaving damage including these shell splinters. Pictures: IWM



● Before the evacuation of UN troops from Inchon, these Naval officers look over a Russian-built tank, knocked out in earlier fighting. Picture supplied by R. Iredale

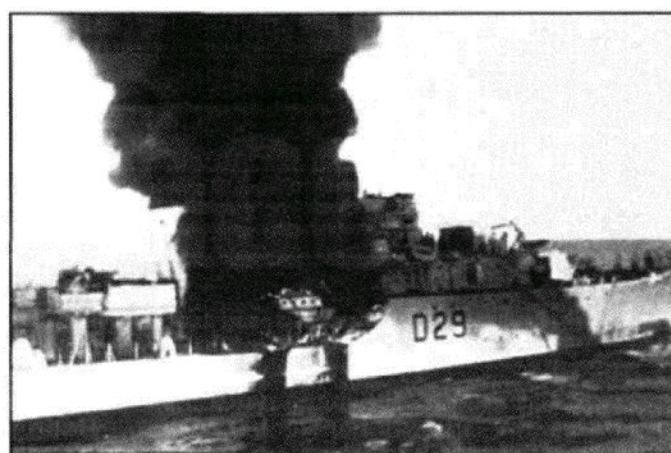
FOR MOST Royal Navy personnel involved in the ceaseless patrols and blockade along the whole length of the enemy-held coast, long periods of boredom were the only certainty.

"Most of war is boring, and the few moments of excitement too intense for recognition," wrote one contributor to HMS Belfast's commission magazine. "I was bored many times. I paraded up and down that West Coast so often that I knew it by heart... Waiting and watching I mostly was."

Occasionally the monotony on board the frigates and destroyers, carriers and cruisers, would be broken by unwanted events, such as the appearance of mines or enemy aircraft; by flight-deck accidents that inevitably occurred as the sortie rate was pushed to a record level; by boarding operations and bombardments. Sometimes human flotsam would appear alongside, mute and terrible evidence of the brutal nature of the war ashore.

But there were other, kinder distractions. Creative minds would dream up all manner of on-board entertainments. Then – perhaps after six weeks on patrol – there would be a stand-off at the Kure or Sasebo naval bases in Japan. Or if the ship was very lucky, and in easier times, a spell in the comparative paradise of Hong Kong.

"It was the forgotten war," recalls James Irvine, an AB in the frigate HMS St Bride's Bay. "News from home rarely mentioned any conflict in the Far East." His ship was used



● HMS Charity ablaze after a refuelling accident. The picture was taken from the fleet tanker RFA Wave Premier as she pulled away from the burning destroyer. Picture supplied by R. Tuson

mainly to support land operations with bombardment close inshore, with frequent night-time sorties as much as 50 miles up the Han river "to utterly annoy the communists ashore and prevent them from getting any sleep."

On board HMS Mount's Bay, Signalman Joe Bowden – later to become a lieutenant – took part in a "mind-boggling, monotonous patrol session" which lasted almost two months, back and forth across the four-mile wide river mouth at Pusan.

One of the most active of the escort ships was the destroyer HMS Cossack. During the first half of the war she spent just over ten months out of 16 in the war zone, covering over 73,000 miles and firing over 4,000 rounds of 4.5in in 171 separate bombardments – and she became particularly adept at train-busting, on one occasion destroying two in one night.

The railway down the east coast was one of the communists' main supply routes, some stretches of the line running close to the sea where the trains became vulnerable to warships firing only about a mile offshore.

Lt Cdr (later Capt) Charles Fetherston-Dilke in Cossack recalls that train busting was a thrilling and amusing diversion from the dreary escort duties in the Yellow Sea:

"The Canadian Tribal-class destroyers with their heavy armament were among the most successful at train-busting. One night one

of them – I think it was HMCS Haida – managed to hit a train and stop it midway between two tunnels. At dawn she withdrew out of range of shore guns and kept up an intermittent fire to deter the repair gangs and prevent the train being moved or the track relaid."

At nightfall she repeated the procedure, but at dawn on the third day along came the battleship USS Iowa which opened up with her 16in guns and blew the entire train off the tracks – just what the North Koreans wanted.

"The railway was back in action next day, much to the disgust and annoyance of the Canadians who had been doing rather well up to then."

Almost anything that moved ashore was a potential target. "Part of our routine was steaming in

among the islands and islets looking for trouble," remembers one of Cossack's radar plotters, Terry Potton. "People could be seen ashore, and any seen carrying what appeared heavy or suspect were given a scare. One such person dropped a large bag that he was struggling with. The bag became a target and exploded. So we were given orders to act more severely with our targets – but not to aim at women."

Occasionally, members of the ship's company managed to get ashore for one reason or another. Mrs Molly Lowery remembers that her husband, Harry, was sent on duty ashore near the front line, in an area where her brother, Peter, was serving in the Army.

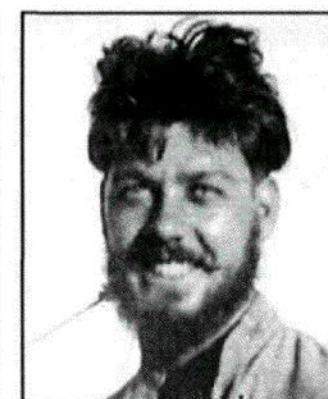
Harry's beard, atop a khaki uniform, caused some consternation among the troops. However, "he found where my brother was," said Mrs Lowery. "But he was out burying the dead, so Harry laid on his bunk until he came back. Our Peter wondered who this bearded Army tramp was. There were a few explosives till all was revealed – wonderful! Then an Army captain found a bottle of rum – great reunion!"

Not all contacts with shore were happy ones for the ship. Terry Potton, who had just been rated up from boy seaman, was a member of a boat party ordered to deal with the bodies of US and Korean soldiers that were floating past the ship. Their hands had been tied behind their backs and they had been in the water for some time.

"We went alongside the bodies, gave them a quick search for identi-



● Lt Cdr Charles Fetherston-Dilke – interrogated prisoners.



● Harry Lowery – 'wonderful' reunion ashore.

THE DRAGON STRIKES

From previous page

Korea. In June, China and the Soviet Union called for a ceasefire and armistice negotiations began at Kaesong on July 1 and were re-convened at Panmunjom on October 25, 1951.

At the end of that year the ships of the Commonwealth and US navies – with small ROK craft – began the 100-days Battle of the Islands.

About 1,000 of the enemy were in the process of occupying Korean offshore islands – including Taewha-do – under cover of fire from shore batteries. The destroyer HMS Cockade sank several of the junks being used by the invaders, while aircraft from the carriers HMS Glory and HMS Sydney, and two US flat-tops, shared the task of reconnaissance and air support.

By day, under cover of the guns of the cruisers Belfast, Ceylon, Manchester and the USS Rochester, an international force of destroyers and frigates went close inshore to bombard enemy positions and, at night, to illuminate the channels between the islands and the mainland.

In sub-zero temperatures sailors and Royal Marines from the ships patrolled in small boats to investigate junks. By mid-March 1952, this little campaign had

resulted in the clearance of communist troops from the islands.

That spring, Col Drysdale and 41 Cdo, reinforced to a strength of 250, returned to the fray. On April 7 they were landed south of Songjin. After establishing a defensive perimeter under cover of the guns of the heavy cruiser USS Saint Paul, they blew up 100yds of railway line which left a crater 16ft deep. They suffered no casualties.

On land, the war had entered a new phase: stalemate and attrition. There were no major advances, and both sides dug in along a succession of fronts, but eventually one not so different from that which now separates the two Koreas.

Limited but costly attacks by both sides to control terrain and achieve political leverage continued to increase the toll on lives without any lasting result – almost half the casualties suffered by the US during the war were inflicted after armistice talks had begun.

Neither was there any let-up in the air. America stepped up its bombing of North Korea during 1952, by which time a new element had been introduced – the MiG-15. This Soviet-built jet fighter, flown by Chinese and Russians, first appeared over Korea in November 1950 and was an

unpleasant revelation to the US whose Shooting Star jets and piston-engined fighters were technically outclassed by the new arrival.

Within six months over 400 of the communist jets were in operation, and by 1953 that number had more than doubled. But by the end of 1950 the first of America's new F-86 Sabre fighters had arrived and proved more than a match for the MiGs.

Another factor which preserved UN air superiority in the face of the arrival of the new Russian aircraft was that UN pilots showed more skill. In fact, a well-flown piston-engined fighter could hold its own against a MiG in some cases – as demonstrated on August 9, 1952 by Lt Peter (Hoagy) Carmichael who, while flying a Sea Fury from HMS Ocean, became the first pilot of a piston-engined fighter to shoot down a jet in the Korean War.

Meanwhile, at Panmunjom, negotiations dragged on. One of the issues discussed was the release of prisoners on both sides. Many UN POWs died in the North Korean and Chinese prison camps, not so much through direct brutality – practised more by the North Koreans than Chinese – as neglect, disease, hunger and the lack of medical facilities, though conditions did improve after armistice negotiations had started. Prisoners were also subjected to

systematic 'brainwashing' intended to persuade them of the superior quality of the communist way of life. A few were so persuaded that they stayed on after the war. One Royal Marine did not return to the West until 1970.

The poor treatment of POWs by the Chinese, more than the war itself, went a long way to poison America's attitude towards Mao's regime and had a lasting effect on relations between the two countries for decades.

On the UN side, at the war's end there were 132,000 POWs, only 70,000 of whom wished to return home. They had received markedly better treatment – under the Geneva Convention – than those prisoners in the hands of the communists. But in the heat of battle, there is evidence that some UN troops – particularly ROK soldiers – shot prisoners out of hand. On one occasion, men of the British 29 Brigade intervened to stop South Korean troops conducting a mass execution near the brigade's HQ outside Seoul. The British managed to save 38 people. Twenty had already been killed before they were able to step in.

North Koreans, too, executed their southern countrymen en masse, and were

guilty of killing UN prisoners – especially during their first advance in 1950. Many mass graves were uncovered when Kim Il Sung's troops were thrown back across the 38th Parallel.

Peace finally descended on Korea when the armistice was signed at Panmunjom on July 27, 1953 after a revised demarcation line was settled – but only after America's new President, Eisenhower, had behind the scenes threatened to resolve the deadlock by using America's newly tested tactical nuclear weapons.

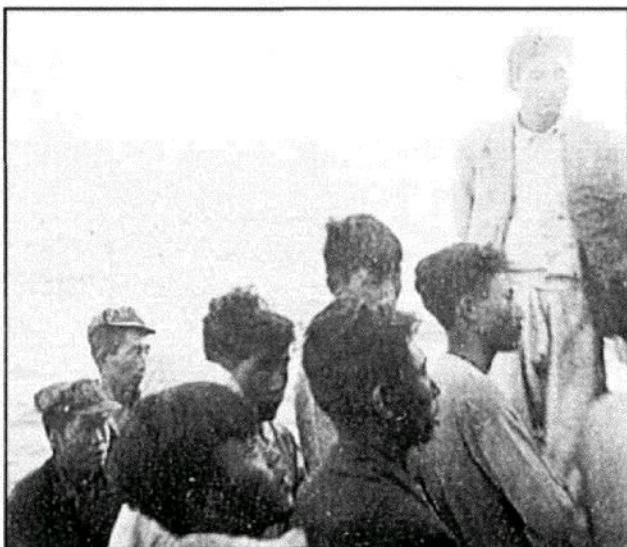
At the end of it all, in terms of terrain, nothing had been gained by either side. In human terms the war resulted in the death of an estimated three million people. The US lost almost 37,000; Britain and the Commonwealth 1,263. In diplomatic terms it had preserved South Korea from communism but had further polarised East and West and set the scene for another savage war over another ideologically divided land in Asia.

Officially, the peace talks at Panmunjom continue even today. It is the only legal crossing point between the two Koreas and it is where the men of North and South (or perhaps, in political terms, East and West) still eye each other suspiciously over an ideological barrier. They are the last, forgotten warriors of a forgotten war.

moments of excitement too intense for recognition'



● Communist prisoners, taken in a raid await interrogation on board HMS Belfast (picture supplied by L. J. Mitchell). Some other prisoners were unlucky...



... minutes after AB Tom Naish took this snap of seven North Korean captives in a boat alongside HMS Whitesand Bay, their captor (standing) shot them with a pistol.



● Helicopters proved useful for delivering mail and personnel – in this case to HMS Kenya (picture G. H. Punter). They were also used for a more entertaining purposes...

fication, and then sank them. But we ran out of weights after a while. At no time could the bodies be recovered."

As the Chinese advanced to retake Inchon in the winter of 1950-51 the cruiser HMS Kenya was giving covering fire. WTR James Murphy, now vice-chairman of the HMS Kenya Association, recalls that the river was littered with floating bodies. "The boat crews stabbed at the bodies to make them sink," he said.

On board HMS Whitesand Bay AB gunner Tom Naish also experienced some of the savagery of the war. His ship's tasks were many and varied, from bombardment and dealing with mines by gunfire, to landing agents behind enemy lines and intercepting communist radio communications.

Then one day off Inchon, the ship's company were stood down for a 'make and mend'. Tom was at his post at X turret "for a little peace and quiet" to write letters home. From his vantage point he watched as a small boat with a group of civilians on board approached the ship. One man was standing at the tiller and announced himself as a South Korean agent. Then Tom could see that the men sitting in the boat were tied up, and that the agent was armed.

"He told the duty officer that the prisoners were fishermen who had laid 16 mines we had seen weeks before. He said that the duty officer had to take them as prisoners, but we could not do this as we had no cells on board and we had other things to do."

In the meantime, Tom took out his camera and snapped the six men and the agent in the boat.

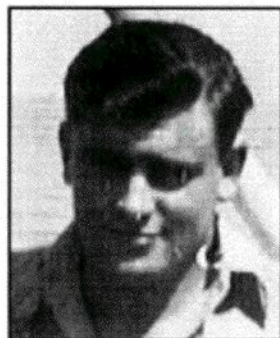
"Then the boat went forward under the closed portholes of 7 Mess where the agent shot the prisoners. The boat then returned to shore."

On board Cossack, Charles Fetherston-Dilke, Squadron torpedo and anti-submarine officer, was given the task of interrogating four other prisoners from a sunken sampan which had been laying mines. At first they were addressed in Korean by a South Korean naval liaison officer, after which Fetherston-Dilke was amazed to find that they answered all his questions fully and without hesitation.

Later that morning he asked the liaison officer what he had said to the prisoners. "Oh, I told them that you were the most brutal officer in the whole of the Royal Navy and

that if they told you the truth it would be all right – but if not, you would have them hung up by their thumbs until they were dead!"

The task of bombardment was not always carried out with impunity – communist heavy calibre guns and mortars ashore were a constant threat, as was the possibility of air attack.



● Jim Murphy – saw river littered with bodies.

Lt Cdr Ray Hunt RN (ret'd) was in HMS Cardigan Bay when one of the frigate's targets – a track-mounted gun which took refuge in a cave – scored hits on HMS Sparrow and HMS Belfast, killing a steward in the cruiser.

Another hazard was 'friendly fire'. Ray Hunt remembers: "The American fighter-bombers from the carriers used to fly over our group of ships heading for the gun



● Ralph Tuson – 'we went up in a great fireball'.

position, and one morning they were caught by MiGs. The Americans jettisoned their bombs – unfortunately we were underneath and some very near misses were recorded. What the COs and ships' companies had to say was not."

The ships were not always so lucky. While HMS Concord was train-busting off Songjin in April 1952, two ABs were killed and four sailors wounded when the destroy-

er's Y turret took a hit from a 76mm shell.

'Friendly' bombs also rained around Tom Naish and his shipmates in HMS Whitesand Bay at the worst possible moment – when she was trying to refloat herself after becoming grounded in the Han river. She had gone to the rescue of HMAS Murchison which had also gone aground while on a bombardment mission and had come under enemy fire. Despite the best actions of the enemy and jettisoned US bombs, both ships succeeded in escaping.

Pure accident was the cause of the destroyer HMS Charity sustaining some of the worst damage suffered by any of the British ships off Korea. Electrical artificer Ralph Tuson was experiencing his first refuelling at sea in September 1951 when a ruptured fuel intake caused a major fire on board.

"We went up in a great fireball," he said. "We were carrying a fair amount of 6in ammo in cases on deck to replenish one of the cruisers. That was promptly ditched over the side as the fire spread fore and aft."

"Captain F in HMS Black Swan, well away on the horizon, signalled: 'Charity, you are making too much smoke' to which the CO replied: 'Sir, I am on fire'."

The damage was extensive and put the ship into dock at Hong Kong for three months.

The 'big boys' of the British gunfire support effort were the cruisers. By the time HMS Belfast, flagship on the Far East Station, returned home to Chatham in November 1952, she had fired over 8,000 6in shells at the enemy.

On the Accession of the Queen earlier that year, HMS Ceylon was on active duty and could not take part in the Navy's traditional recognition of such an event. Rear Admiral Scott-Moncrieff signalled the cruiser: "On this historic occasion I trust you will arrange to salute by firing 21 live shells at Her Majesty's enemies."

HMS Kenya had been prominent in providing gunfire support to the UN troops beleaguered during the dreadful winter of 1950-51 in and around Inchon.

Kenya's commission book records: "The war, which we had thought so nearly over, appeared to be starting all over again. Christmas 1950 arrived and passed almost unheralded and unsung. The cold night sky was reddened by the flames from burning stores and oil dumps, and the rumble of the artillery duels could be heard across the muddy waters of the estuary."

Christmas had been cancelled on board the aircraft carrier HMS Theseus, too. Frank Wootton, an EA(A) on board at the time, recounts that the ship's company were promised a Christmas celebration on December 31 when the carrier was due to be in Kure. He said: "This day, new to the church calendar, became known as St Larkin's Day in honour of the our esteemed Commander, Cdr Larkin."

In the midst of all its trials, discomforts and disappointments, it

seems the Navy had not lost its sense of humour.

For the Royal Navy, the shooting war continued until the last day of the conflict, and its commitment in the waters of Korea continued for long afterwards. One of the last acts of the war at sea involved the cruiser HMS Birmingham in the operation to evacuate civilians and UN forces from the North Korean island of Chodo, and to destroy installations, fuel and ammunition which could not be removed.

Beach parties from the ship were landed, and over a tense two days from June 13-15, 1953, played a leading role in 'Operation Evict' with the use of landing craft and escort vessels.

"Before we departed we blew up 1,000 tons of ammunition, bringing a cliff down – and also 100 tons of high-octane fuel – very spectacular," recalls former AB Jim Middleton. Birmingham men were among the last to leave, taken off at 1700 on June 15 by a boat from HMS Morecambe Bay.



● Carole Carr, star of BBC's 'Calling All Forces' programme arrives by helicopter on board the carrier HMS Ocean in September 1952. For the Americans, entertainers who visited the troops included Bob Hope and Marilyn Monroe. Picture: IWM



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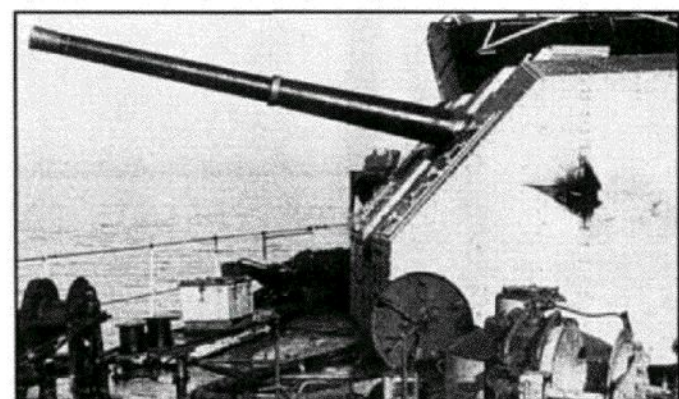
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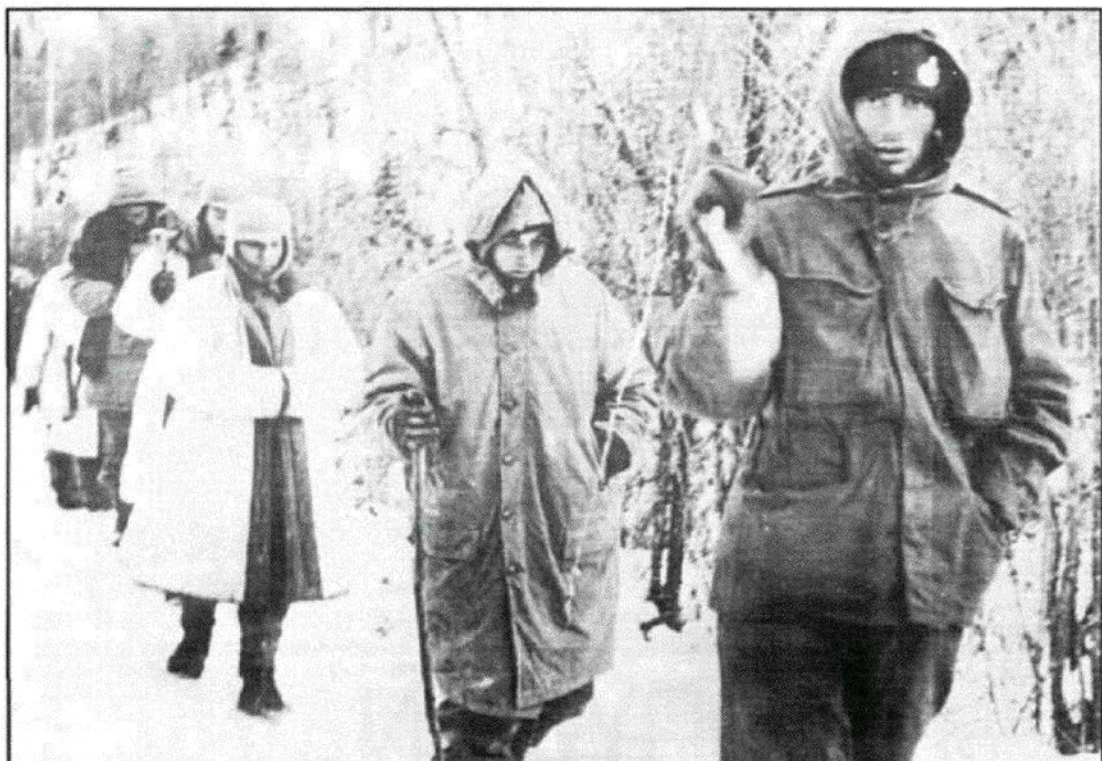


● A communist shore-based 76mm gun scored a direct hit on HMS Concord's Y turret, killing two sailors. Picture supplied by J. Bailey



● In sub-zero temperatures the long lines of 41 Commando withdraw down the Funchilin Pass and (above right) the strain and exhaustion is etched in the expressions of these Royal Marines during that tortuous, fighting retreat.

All pictures of 41 Commando supplied by the Royal Marines Museum, the Imperial War Museum and Les Coote



● Many didn't make it. Among them was Mne Harry Melling, in the foreground of this Chinese News Agency photograph of prisoners of war. He was among those who died in captivity. The Naval officer in the picture on the right is Surgeon Lt Dougy Knock who, with Major Aldridge, is pictured preparing to leave for the Chosin Reservoir on November 28, 1950. Knock was killed on the road to Hagaru and received a posthumous Mention in Despatches. Aldridge earned a Military Cross.

● Most, however, did reach the transport that awaited them at Majondong (below) for the withdrawal to Hungnam and eventual evacuation.



LONG OF THE CHO

THROUGHOUT the first months of the war in Korea, members of 41 (Independent) Commando Royal Marines had been in action, mounting sabotage and diversionary raids on coastal targets behind enemy lines.

Among their missions was one carried out by 67 men, under the Commando's CO, Lt Col Douglas Drysdale, who were landed by the submarine USS Perch to mine a railway tunnel, an operation carried out with great success.

Reinforced by men from Malaya, and rejoined by Fleet volunteers who had taken part in the Inchon landings, 41 embarked in two US destroyers for further raids in which a total of 6,000lb of explosives were used to destroy more culverts and tunnels.

But the Commando's greatest test was to come as Chinese intervention threatened the entire UN mission in that first winter of the war. The unit was ordered to join 1st Marine Division in the Chosin Reservoir area for the final push to the Yalu river. One of the few remaining Royal Marines survivors from that time, Lt Peter Thomas – now a retired Lt Col – takes up the story:

"In November (1950) we were shipped to Hungnam, issued with cold weather clothing, and on the 28th, the Commando – comprising some 200 men – moved up the single-track supply route to join the division, in 23 trucks driven by US Marines."

Having climbed to 4,000ft up the narrow Funchilin Pass, they spent the night at Koto-Ri where they learned of the Chinese offensive which was blocking the way to Divisional HQ.

Col Drysdale was ordered to push through the ten miles to Hagaru with a convoy of 141 vehicles and 922 men – Force Drysdale, consisting of 41 Cdo, a US Marine company, a US Army company and some divisional troops.

They set off next morning, but by then the hills were swarming with Chinese troops, and the force was held up after only two miles. Drysdale was told to get through at all costs, and to await tank reinforcements – but by the time the tanks were ready Force Drysdale was in serious trouble.

The Chinese had closed in on the route and had ambushed 41 Cdo and those behind.

Peter Thomas recalls: "Behind me the road was blocked and half my mortarmen were missing together with Commando HQ, the Army company and divisional troops. Forcing on, I came up on the burning trucks of the rifle troop who had been caught again in sight of the US Marine Corps engineer bulldozers cutting out a 2,700ft airstrip under floodlights in the Hagaru perimeter."

"By now I had nine wounded on board, and with another truck carrying wounded, under Cpl Gershan Maindonald, managed to find a way across frozen paddy fields into Hagaru – the last vehicles of the convoy to get in."

"I was much relieved when Cpl (later Capt RM) Joe Cruse brought his mortar section, less three who died, in the next day, earning a well-deserved Military Medal."

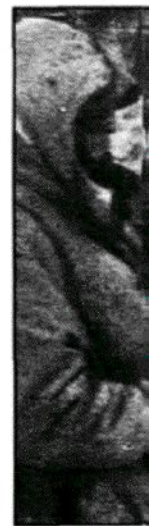
The remainder of Force Drysdale fought throughout the night, but eventually had to surrender except for Capt (later Maj Gen) Pat Ovens and seven RM commandos who managed to make their way back to Koto-Ri.

Among the dead were 41's doctor, Surg Lt Dougy Knock RN; B Troop's commander, Capt Ralph Parkinson-Cumine; and two Fleet volunteers – PO Tate and LSBA Raine.

The 93 Royal Marines who got through to Hagaru – with the US Marine company and the tanks – were designated garrison reserve – but found themselves in action almost immediately:

"The left flank on East Hill gave way and the remnants of B Troop under Lt Gerald Roberts mounted a successful counter-attack," recalls Col Thomas.

The withdrawal to Koto-Ri began on December 6 in temperatures as low as



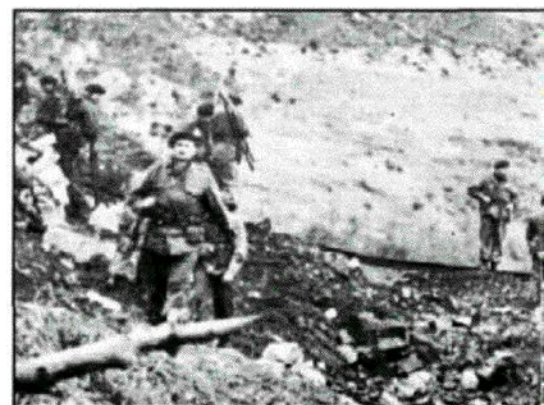
● Lt Col Douglas Drysdale with his commando in August 1950

minus 31C and wind". The Regimental Guard with the 38th

"It took 38 troops and 1,000 to Koto-Ri against seven Chinese troops against 1

"On the way sight of the bodies were reours, to be buried

After a pausevert in the Commando moDecember 9 and





RDEAL OF SIN FEW



Las Drysdale, CO of 41 (Independent) Commando, discusses senior NCOs as the unit prepares for war at Bickleigh Barracks.

and a "screaming north
royals formed the rear-
5th US Marine Regt.
hours to move 10,000
0 vehicles the ten miles
against fierce attacks by
divisions now concen-
st Marine Div.
back we passed the sad
convoy ambush, and 117
covered, some of them
ed at Koto-Ri."
to repair a blown cul-
Funchilin Pass, the
moved out of Koto-Ri on
d marched the 23 miles

to the foot of the pass.

Lt Cdr John Lansdown RN (ret'd) paints a vivid picture of that agonising retreat in his book *With the Carriers in Korea*.

"41 Cdo reconnoitred enemy-held hills, climbing through 2ft of snow in a blinding snowstorm; the night was spent in the open in 47 degrees of frost. It was so cold the sweat on the Marines' feet froze inside their boots."

"The column made slow and tortuous progress down the pass along a road mined in several places, under constant machine-gun and sniper fire."

After four days of fighting and

marching over the mountains on empty stomachs and without sleep they reached Majongdong and were taken in trucks to Hungnam. Of 41 Cdo's small force, 13 had died, 39 had been wounded, 27 were missing and 19 were suffering from frostbite or pneumonia – a casualty rate of more than one in three.

But without the constant, close support of US and British carrier-borne aircraft offshore it is unlikely that any would have made it. On December 4, for instance 239 sorties were flown in support of the long march, 162 of them from carriers.

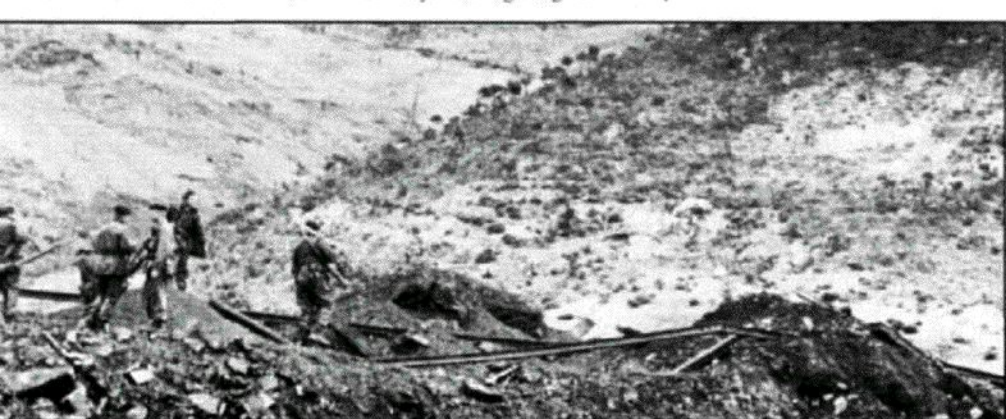
The survivors of that campaign on the ground became known, with some irony, as 'The Chosin Few'. A total of 41 men of the Commando died in Korea up to the unit's eventual withdrawal at the end of 1951. Its members gained two DSOs, a DSC, three MCs, two DSMs, nine MMs, 12 Mentions in Despatches, a Queen's Commendation and two Admiralty Commendations for Brave Conduct as POWs.

After the Chosin campaign, the Commanding General of 1st Marine Division, General Oliver Smith wrote a letter to Col Drysdale in which he said:

"The performance of 41 Cdo during the drive from Hagaru to the south will, in the perspective of history, take equal rank with the best exploits of the Royal Marines."

The award of a US Presidential Citation to the unit in 1957 was a mark of the respect with which the Americans regarded the Corps, a respect which continues to this day.

● **BELOW:** Back in action – Members of 41 Cdo demolish a North Korean railway during a raid on Songjin in April 1951.



International rescue at your service

IN THE MIDST of all the savagery, Royal Navy personnel maintained their tradition of providing humanitarian aid whenever possible.

When duty permitted parties of sailors would be landed to do what they could to help ravaged communities in South Korea, paying particular attention to the army of orphan children created as the civilian casualties rose to horrific proportions.

At sea, aid and rescue were part of the duties of the escort vessels, and many an Allied airman downed in enemy waters – or even over enemy terrain – had reason to be grateful for the life-saving ships offshore.

AB(R) Cyril Randall of HMS Comus recalls that during her carrier escort tasks it was essential for her to recover downed pilots as quickly as possible – "especially during the winter because of the extreme cold. Three minutes was quoted as the survival time before the pilot would succumb in those waters."

"We much preferred to be escorting American carriers because when one of their pilots was rescued from the icy seas, they donated to the ship his equivalent weight in ice-cream. With a British carrier it was usually: 'Well done, chaps. Try and make it a little quicker next time.'"

As the US air effort was by far the biggest over Korea, a large proportion of airmen rescued by Royal Navy ships were American. Many such operations began links of friendship which continued long after the war, some to this very day.

Early in the conflict seven US airmen, making their way south to avoid capture by the advancing communists, were picked up by the frigate HMS Alacrity, on West Coast patrol. Arthur Newton was a radio electrician's mate (REM) on board at the time, and one of the Americans, Staff Sgt Anthony Barone, later wrote to him, thanking him and Alacrity:

"I am sorry to hear that your ship is back in the Korean area again. Maybe one of these days they will get the damned thing over with... We were more than lucky, and some of that luck was (down to) your ship. Now I guess you can understand how we feel about your crew. I wish there was more we could do about it."

One of the most dramatic rescues, under the noses of the North



● Sea Fury pilot Lt Ian Hamilton is returned to HMS Theseus by the American helicopter that rescued him after he had ditched in the Yellow Sea. He is being helped from the aircraft by Naval doctors and ground crew. In Korea, helicopters really came into their own for the first time in warfare. As well as fulfilling a valuable communications role at sea and amid the rugged terrain ashore, they saved very many lives in acting as air ambulances and in rescuing downed airmen who were often snatched from under the noses of the enemy.

Picture: IWM

Koreans, took place in August 1950. Ensign Mac McCallum USN was piloting a Corsair fighter-bomber from the carrier USS Valley Forge. During a low-level strafing run over North Korea his aircraft was hit by ground fire and he ditched in Inchon harbour, then still under the control of the communists.

He escaped uninjured, but his aircraft with all his survival equipment, sank immediately. He swam seaward and, exhausted, climbed on to a tiny rock.

At dawn he could see North Koreans boats heading his way. Then, when they were only 100yds distant, great geysers of water suddenly erupted between him and his would-be captors.

Out of a sea mist steamed the destroyer HMS Cockade with her guns firing. The North Koreans fled, and Cockade lowered her whaler and hauled aboard the stranded airman who, in Cockade,

was revived by means of a tumbler full of whisky.

Later, on the return leg of another mission, Mac's squadron flew near Cockade. He peeled off and did a fly-past down the side of the destroyer, wagging his wings in greeting.

After the war he spent years trying to contact members of Cockade's ship's company who had saved him. Eventually he did locate the ship's former CO, Lt Cdr Lee, but when Lee was killed in a road accident, the link was severed again.

Mac rose to the rank of captain and retired. He now lives in Virginia with his wife, Ann. In 1998 he at last managed to renew contact with former sailors of Cockade, and last November he made the journey to Exeter White Ensign Club to meet, for the first time for almost 50 years, some of the men who had hauled him out of the Yellow Sea to safety.

Angels of the Maine

ON BOARD Her Majesty's Hospital Ship Maine a dedicated medical and nursing staff struggled with inadequate resources and conditions to save and restore many of the sick and wounded of the Korean War.

It was a mission which led the First Sea Lord, Lord Fraser, to describe the ship and her staff as "one of Britain's most useful contributions to the UN effort in the Korean War".

Ruth Stone was a member of Queen Alexandra's Royal Naval Nursing Service on board and remembers particularly vividly the first few months of the war when the Maine was evacuating the wounded from Korea to Japan, their care being supervised by QARNNS Matron Barbara Nockolds – "A rare, inspiring, imperturbable and supremely capable woman who never seemed to tire".

Said Ruth – later to become a Matron herself: "The waterline wards required that the portholes be secured when at sea, and as the temperatures there registered 90-116F... you can imagine the resemblance to Dante's

Inferno as we descended to deal with some 80-100 battle-soiled and dehydrated walking wounded."

"At the other end of the ship, and a deck above, the critically injured were amassed; the dying in free-swinging cots to lessen the effects of the ship's pitching..."

"As far as the nursing sisters were concerned, the dressing seemed endless and the added nightmare of discovering maggots in the wounds, inside plasters and under scalpels made our work doubly traumatic."

Nevertheless, with the standard of dedicated care they received from doctors and nurses – including six Voluntary Aid Detachment nurses – most of the patients showed a remarkable improvement and after their short stay on board were transferred to hospitals in America or Japan to continue their recovery.

As for the dead, they were disembarked first, covered with the flag of their country while "appropriate music" was played by a military band on the jetty.

Fleet Air Arm played vital role in stemming the enemy advance

World record set up by RN carriers

B RITISH CARRIER operations were recognised as being vital to the whole Allied effort. Although equipped with aircraft types either introduced or designed in World War II, the skill of the aircrew and the efficiency of the platforms from which they flew delivered constant blows to the enemy.

HMS Theseus set up a world record for light carriers of 66 sorties in a day and by the time she returned to the UK at the end of May 1951, had delivered to the enemy 6,617 rockets,

over 1,400 bombs and over half a million rounds of cannon shells.

For the loss of only one aircraft and three injured aircrew, she claimed the destruction of 93 junks, 153 railway trucks, 36 bridges, 73 road trucks, 66 store dumps, six railway tunnels, 17 warehouses, 13 railway engines, eight tanks, three railway stations, 19 factories, five power stations, ten command posts, two jetties, a hangar, 51 barrack buildings, a floating bridge, a tug and a pump house.

On her return to a hero's welcome, Theseus's air group was awarded the Fleet Air Arm's Boyd Trophy, presented by the First Sea Lord, Admiral of the Fleet Lord Fraser.

While her missions were typical of those undertaken by carriers during the war, one or two flat-tops were called on occasionally to provide something out of the ordinary. HMS Unicorn, although mainly used to fulfil a very useful ferrying and maintenance role – at one stage she brought Gloster Meteor jets to Korea to re-equip Australian air force units – she did undertake the occasional strike, too.

Lester Gray remembers that in September 1951, after recovering a damaged Firefly and Sea Fury from a small island off the West Coast, she sailed with HMS Cossack for a rendezvous just north of the 38th Parallel to bombard communist positions with her 4in guns. "She was the only aircraft carrier to bombard the Korean coast," he said.

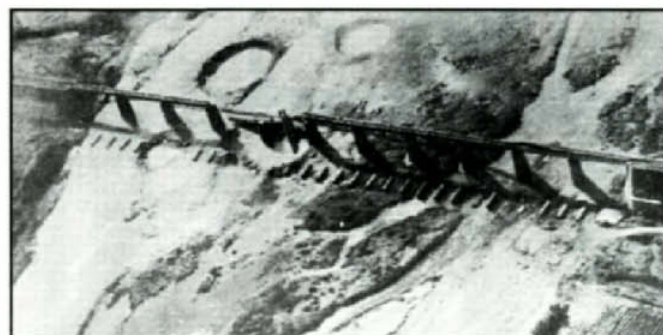
Unicorn also undertook some operational flying missions – and as with the other carriers had her share of flight-deck accidents.

Harold Love, who was the Chief in charge of flight-deck machinery, has good cause to remember one mishap very well. In a sunken position on the port side of the flight deck, it was his task to control the arrestor wires. "On one occasion



● A Sea Fury of 801 Squadron from HMS Glory attacks an enemy army headquarters in Korea, and (below) a reconnaissance photograph confirms the destruction of a railway bridge by Fireflies from HMS Theseus.

Pictures: IWM



the returning plane, a Firefly, caught a wire and instead of running straight in the centre of the flight deck, veered to the port side and shot over the side of the ship, still caught up in the arrestor wire.

"On doing so it came right on top of the control panel (which fortunately had an armoured top).

"The Engineer Commander had decided to pay us a visit to watch the deck landings. As the plane landed over the top of us he remarked: If blood is brown, Chief, I'm mortally wounded!"

Theseus's early achievements seemed to set a competitive tone to operations, and HM ships Ocean and Glory in particular vied for the greatest number of sorties in a day. It was Glory that pushed the light carrier world record up to 123, until the Navy, with an eye to safety, decided to call a halt.

Peter Warde, now the secretary of the HMS Glory Association, recalls that an order went out forbidding further attempts to win the world title.

While Theseus returned unscathed from the war, Glory lost ten aircraft, with 12 killed and one missing. Her 'competitor', HMS Ocean, lost 17 officers and ratings killed between September 1951 and July 15, 1953.

On that latter date in Ocean, Lts Albert Evans and Kenneth Thomas became the last Fleet Air Arm fatalities of the war. Glory's catapult had gone unserviceable that day and rockets were being used to launch aircraft on a ground-support mission. Some of the rockets on the Firefly crewed by Evans and Thomas failed, and their aircraft crashed into the sea.

A combined memorial and burial service was held for them on board, with Ocean's escorts closing up to take part. Twelve days later the armistice was signed at Panmunjom.



● Flight-deck accidents were not rare. This Firefly slewed across the deck of HMS Unicorn to land on top of CERA Harold Love's position on the port side.



● A rocket-assisted launch of a Firefly from HMS Glory. It was an accident during just such a take-off in the ship that resulted in the last Fleet Air Arm deaths of the war.

At the moment disaster struck



THIS DRAGONFLY helicopter was photographed at the moment that disaster struck. The oblique shadow on the right of the picture shows one of the rotor blades spinning away after breaking off from the main rotor head. A moment later the aircraft plunged into the icy sea, killing the crew.

The picture was taken by Ted Harrison, a sailor on board the destroyer HMS Consort, as he watched the helicopter pass over the Consort's quarter-deck.

Ted said: "When the aircraft came level with me the pilot saw me and waved. I waved back. Suddenly the helicopter dropped like a stone and sank almost immediately. We carried out a search but found only one wheel and one glove."

Months later, in May 1953, Ted had his film developed in Hong Kong. It was only then that the cause of the crash was discovered.

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Tony, who survived five days in the southern ocean in an up-turned hull during January 1997 said "I love the ocean but it can be horrendously dangerous. It takes lives - often. Every day of our lives our seafarers assure our survival by risking their lives to provide our defence, our daily food and goods and our leisure."

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● This North Korean MiG-15 was the first to fall intact into Allied hands when its pilot defected to the South – an event, however, that did not occur until after the fighting was over. Though suffering from instability in violent manoeuvres, the aircraft's top speed of over 660mph was enough to menace the UN's command of the air in Korea.

Picture: Aeroplane Monthly

Fighting the MiG menace



● Lt Hoagy Carmichael alights from his Sea Fury in HMS Ocean after shooting down a MiG-15 jet fighter.

Picture: IWM

ONE OF the biggest surprises for the Western Allies in Korea was the appearance of an enemy aircraft that outclassed almost everything they had available at the time.

The Russian-built MiG-15 combined German design technology with a Soviet-built version of the Rolls-Royce Nene turbojet which had been provided to post-war Russia.

Technically, only America's new F-86 Sabre jets could meet the MiGs on anything like equal terms – but there were far fewer of them. Meanwhile, less capable jets such as the US Shooting Star and the British-designed Gloster Meteor – and Allied piston-engined aircraft – had to do the best they could.

However, command of the air was maintained in the face of the MiG menace, largely through superior Allied tactics and training – it is estimated that the Chinese lost far more MiGs in training accidents than in combat.

The Royal Navy's Hawker Sea Fury, Britain's last and probably best piston-

engined fighter sometimes found itself in combat with the new jets, but managed to stave off disastrous losses while achieving limited success.

The first Fleet Air Arm encounters with MiG-15s came in August 1952 when the enemy jets, now equipped with long-range tanks, began flying further south. At 6am on August 9, eight MiGs clashed with Sea Furies and Fireflies of 802 and 805 Naval Air Squadron.

Leading a flight of 802's Sea Furies from HMS Ocean was Lt Peter (Hoagy) Carmichael. "We all turned towards the MiGs, he said. "Two went for my Nos. 3 and 4, Lt Peter Davies and S/Lt Ellis. They were seen to get good hits on one, who broke away with smoke coming from him."

Carmichael also opened up with his four 20mm cannons, hitting one of the MiGs, which crashed.

With typical modesty, his report emphasised that the first destruction of a MiG-15 by a British piston-engined fighter was a team effort as the communist jet was fired at by all members of the flight.

He said: "The impression we got was that these MiG pilots were very inexperienced and did not use their aircraft to any advantage at all. I think it was the

next day that we had another engagement with eight MiGs and were lucky to get away with it..."

"The only MiG who made a mistake was one who made a head-on attack on my Nos. 3 and 4 and was hit by them and was seen to go away with a lot of smoke and flame coming from him."

Carmichael was awarded a DSC. The UN forces – particularly the USA – were desperate to capture a MiG-15 to uncover (what were then) its secrets.

Jim Murphy of HMS Kenya recalls that two attempts were made to recover downed MiGs. The first operation, conducted by HMS Jamaica in the Yalu river in April 1951, ended when the aircraft sank before it could be hauled on board.

The second operation in the following

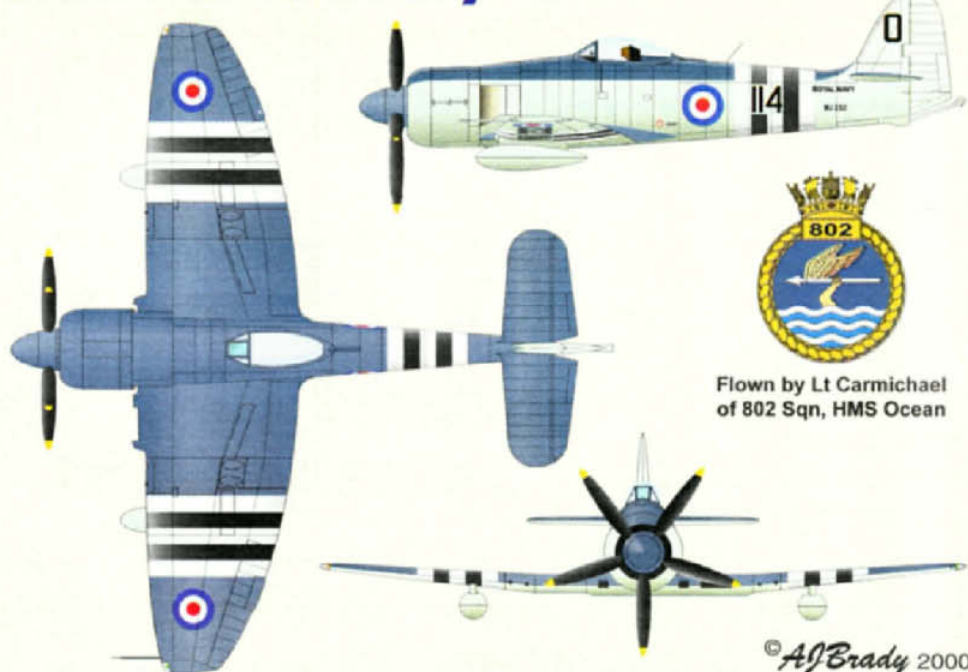
July began after Sea Furies from HMS Glory spotted a downed MiG on a mud flat in the Yalu.

"Kenya entered the narrow, tortuous channels with a small flotilla consisting of a landing ship (LSU), HMS Cardigan Bay and two South Korean motor launches, guided by the Sea Furies," said Jim.

"This time the shot-down MiG was buoyed up and parts recovered by combined RN and US specialists. The shore batteries later realised what was happening and opened fire.

"The LSU came alongside HMS Kenya with the MiG-15 under canvas wraps. Within two days it was back in the US naval base at San Diego."

Hawker Sea Fury FB11



Flown by Lt Carmichael of 802 Sqn, HMS Ocean

© AJ Brady 2000



● Sea Fury with a South African F-86 Sabre, the most effective weapon against the MiG-15. Picture supplied by P. Armstrong

WHEN THE WAR GOT VERY COLD INDEED

THERE WERE other enemies in and around Korea apart from the communists. Ships and aircraft had to cope with winter temperatures that froze the sea, sweltering summer heat that air conditioning could barely assuage – and typhoons that tossed aircraft carriers like matchboxes in a maelstrom.

One particularly destructive blow – Typhoon Marge – is remembered by all who sailed through her in August 1951.

HMS Ceylon which had been doing sterling work in support of the Yanks, had her starboard whaler crushed flat against the davits, and a ten-ton landing craft damaged on the boat deck.

Eric Whyte was on the bridge during the storm: "We had no covered bridge and so the mountainous seas came right over the bridge and swamped the whole area. Despite getting soaked and cold one was able to attempt to brace oneself, when the ship dipped down into the trough, to see the waves high above."

Undoubtedly the worst winter for the

Allies was the first, when the Chinese came close to throwing the UN forces off the peninsula.

"The all-prevailing memory of that time was the intense cold," said Frank Wootton of HMS Theseus. We normally operated up the West Coast, almost up to the Manchurian coast, and the snow blew down from that land mass.

"Saturday mornings were sacrosanct to the ritual of Captain's rounds, even though operational sorties were being flown at the time. Maintenance and flight-deck crews, freezing on deck, were not allowed below at this time.

"By the same token, Saturday dinner was always cold so as not to impede the cleaning operations in the galley. Invariably this took the form of 'corned dog' which appeared out of storage like a frozen house brick, and appeared on the mess table in the same state. It usually disappeared over the side uncaten."

RN clothing, too, did not seem up to the job. "We noticed when Canadian destroyers came alongside for jackstay transfers, their upper-deck dutymen were clad in weather-

proof, fur-lined, hooded parkas, whereas 'poor Jack' was garbed in oilskin and round cap.

"On one occasion a US helicopter with maintenance crew were embarked. They seemed to enjoy themselves – particularly as regards the Tot rum ration. But their parting comment was: 'You Limeys sure don't eat for pleasure'."

Les Turnham in Theseus remembers that flight-deck personnel had to wear so many layers of clothing in the sub-zero temperatures that "it was a major operation to do anything."

"Even in the engine rooms and boiler rooms it was not unknown for stokers to wear overcoats due to working under forced-draft fans.

"Although flight-deck crews were issued with a primitive form of rubberised boiler suit, everyone had to wear plimsoles or rope-soled canvas shoes due to the aviation fuel which was carried. Our headgear consisted of a thin cotton identification helmet. I was

told that first winter that it was a good way to clear your sinuses."

Jim Murphy reports that during the first winter in HMS Kenya, rations were short and "we were down to rye bread with weevils".

The severe weather almost contributed to what could have turned out to be the loss of the ship. James recalls that as the cruiser was about to withdraw from Inchon, with the Chinese closing in and much flotsam generated by the evacuation, a wire hawser had fouled a propeller.

"We were immobilised. Our divers couldn't get down – the waters were too cold. Even the Americans with their heated suits were unable to assist.

"Eventually one of the divers went down in the freezing cold and released the propeller. He was recommended to go through for Gunnery Instructor.

"We arrived in Hong Kong for our belated Christmas on January 28. In the China Fleet Club I started shore leave with 12 eggs in all forms."



● HMS Theseus in the depths of a Korean winter.

Picture: IWM



● AB R. Woods clears away the overnight snow in HMS Mounts Bay.

Picture: IWM

OUR THANKS

NAVY NEWS thanks the following for their help in our preparation of this supplement:

Aeroplane Monthly, The Fleet Air Arm Museum, the Imperial War Museum, the Royal Marines Museum, A. Eyre, P. Armstrong, J. Bailey, D. Banks, D. E. Barrett, L. Bedford, A. F. Bernasconi, J. Bowden, N. T. Bridgen, J. Brown, M. K. Burley, G. Burrage, R. H. Bussey, M. J. Carter, C. D. Christmas, E. A. Collins, P. W. Cook, T. Cooper, A. R. Daniels, J. Day, C. F. Denton, J. C. S. Duke, R. Dunwell, C. B. Fetherston-Dilke, T. Fetherston-Dilke RN, J. G. Fleet, D. E. Gillard, W. I. Gray, G. E. Green, B. Hardy, E. D. Harrison, G. H. Harrison, J. Hegarty, K. Hindmarsh, H. Higgins, G. Holt, S. Hudson, R. D. Hunt, R. Inedale, J. Irvine, H. R. Jeffers, R. H. Jeffries, E. F. Jones, Mrs J. Knowlson, F. Ellison, E. Davies, T. W. Lane, H. Love, D. W. Lovell, R. J. Lowe, Mrs M. Lowery, T. Lyness, R. C. Macdon, J. C. Merrick, C. Middlemiss, D. Miles, D. Miller, C. K. Milner, A. Mitchell, L. J. Mitchell, Mrs I. Mitchell, J. Murphy, T. R. Naish, J. A. Newby, A. E. Newton, R. K. J. Nix, E. Oates, T. B. Partridge, T. N. Pott, S. Procter, G. H. Punter, D. Quartermaine, C. J. Randall, R. G. H. Read, J. F. Savage, D. Seaman, P. A. Shaw, H. Simpson, N. Simpson, J. B. Sinclair, J. F. Slater, L. T. Soules, Ms R. Stone, R. Suckley, M. Tarrant, H. R. Taylor, L. Taylor, P. Thomas, J. D. Towers, R. L. Turnham, R. Tuson, B. Vince, J. Wade, P. G. Warde, Ms M. Whitworth, E. Whyte, B. Wickenden, E. A. Williams, G. P. Williams, P. J. F. Woodroff, P. Wootton, F. M. J. Wootton.

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ERRATUM

THE PICTURE showing aircraft in flight in page 6 of Part 1 of this supplement is of Firefly fighter bombers of 810 Squadron, not of 210 Squadron Seafires as stated.

The greatest Act of Remembrance



...is to remember The Royal British Legion
with a gift in your Will.

When you wear a poppy in November, it is natural to stop and remember the courageous people who sacrificed everything for our freedom.

But the Poppy is so much more than the emblem of Remembrance, it is a symbol of hope for the future. The Royal British Legion keeps that hope alive by providing essential care and support for thousands of ex-Service men and women. But we can't do it without your help.

As we mark the 50th Anniversary of the start of the Korean War, it is a fitting time to acknowledge the suffering and sacrifice of those who served. By remembering The Royal British Legion with a gift in your Will, you would not only be paying tribute to all those who gave so much in the past, you would be ensuring that the Legion is there for the people who will inevitably need our support in the future.

In 1999, the Poppy Appeal raised over £18 million. However, as this covers only half the funds we need each year to help the growing number of people who turn to us for help, the money we receive from legacies is vital.

For more information on making or changing your Will and how a gift in your Will would help the Legion to continue its vital work, please call Perdita Chamberlain on 020 7973 7297 for a FREE copy of our new Will Guide.



Remember us for our tomorrows, as well as our yesterdays.



The GANG PLANK Club



IT BE finally Summer me hearties and I know ye landlubbers be enjoy-ing yeselves on holiday.

Now look ye here I just love holi-days, either at home, on me ship or in them far away places.

Why don't ye tell me about your holidays! Write soon and ye never know ye could find ye letters in our Holiday Special! I love them holiday snaps too. Perhaps I'll find some-thing in me treasure chest for the

landlubber who sends me the best picture!

Ye be having a YoHoHo time this summer but ye watch out for that sun - ye don't want to become a swarthy pirate like me!

SUSIE'S TOP MUSIC GOSSIP



SUSIE loves listening to great sounds and finding out what her favourite stars have been doing. Here's this month's latest news....

Happy Birthday from the Gang Plank Club

GANG PLANK members with birthdays in July are:

Lewis Asquith, Tom Austin, Stephanie Ayton, Samuel Baker, Alex Barker, Richard Barrett, David Blackwell, Charlotte Blades, Sam Brooks, Harvey Chard-Tuckey, Jacob Child, Capri Childs, Kayleigh Clare, Simon Close, Peter Close, Jack Colegrave, Joanna Conroy, Adrian Cook, Charlotte Cooper, Alexander Cox, Patrick Cunningham, Julie Davies, Lucinda Davis, Hannah Davis, Daniel Desborough, James Dickman, Maria Diete-Spiff, Darren Drewery, James Duncan, Sophie Evans, Matthew Evans, Sean Evans, Ryan Eves, Craig Fisher, Samantha Gage, Jonathan Gale, Adam Ginn, Alex Ginn, Zak Goodeve, Richard Griffiths, Naomi Grocott, Thomas Grover, William Gwynne-Thomas, James Hall, Daniel Hamilton, Neil Hamp, Rebecca Harrison, Alex Harrison, Jacob Harrison, Bradley Hartill, Kim Hartland, James Hatfield, Christopher Hatton, Christopher Hawnt, Jolee Hayman, Jack Heasman, Sam Heath, Christopher Henwood, Mitchell Holliday, Joe Hollis, Gary Howe-Sampson, Megan Hughes, Sarah-Jayne Humphreys, Koral Irwin, Sian Johns, Sara-Louise Johnson, Ceri Jones, Lauren Jones, Daniel Jones, James Jones, Lee Jowle, Damien Karnstein, Daniel Keeling, Mathew Keir,



Kane Kershaw, Karina Knight, Krystyna Kozniowska, Emma Legg, Timothy Linsell, Stuart Livingstone, Matthew Lowry, Sophie Luke, Bailey Luscombe, Rachel MacDonald, Lucy Martin, Dan Matthews, Kate Maxhara, Justine McKenzie, Andrew Preece, Veronica Mollitt, Lily Money, Edward Mortimer, Luke Morton, Andrew Mulvey, Alexander Napper, Alastair Neal, Kristian Nielsen, Gemma Norman, Sam Packer, Graham Paige, Heather Parkinson, Alicia Patterson, Nicholas Patterson, Simone Perren, Martin Phillip, Lacey Pinches, Darren Pullen, Aaron Ratford, Christopher Rider, Sean Riley, Emma Roberts, Ashley Roberts, Zara Roberts, Harry Roe, Sophie Russell, Kate Sargeant, Josie Selfe, Mesut Sexton, Jack Shaw, Holly Shaw, Harry Smallman, Emily Smallman, Domenico Smith, Peter Smith, Claire Spivey, Lisa Stedman, Charlotte Tame, Bradley Taw, Scott Thorogood, James Threadingham, William Viggers, James Wafer, Samuel Waters, Tara Weller, Matthew White, Danielle Willats, Liam Wolfendale, Jade Woodman, George Wright, Rebecca Youngs.

BRITNEY BREAKS RECORDS!

Not the old plastic ones of course! Britney's new release 'Oops! I Did It Again' has set a female artists record in the US by selling 1.3 million copies in a week!

STEPS ROUND THE UK

This incredibly happy band of five is now touring the UK. Catch them in the open air in Cardiff and London's Hyde Park in July. The tour ends at Lydlard Country Park near Swindon in Wiltshire on August 27.

More info is on the Steps website
www.stepsofficial.com

WILL THEY OR WON'T THEY?

Super shock! The big rumour is that the girl band All Saints might be splitting up! No-one knows for sure but Susie and the Gang hope they stay around to make some more top tunes!

JACK'S SPORTS BENCH

ALL THE Gang love sport but Jack is just crazy about it. Although he likes football, his favourite is tennis and this is the best time of the year because Wimbledon is on!

Every year the best tennis players in the world come to the grass courts in Wimbledon, London, to try and become the champion! Read on for some wicked Wimbledon facts ~ ~ ~ ~ ~

CHAT-PAD

THE SUMMER holidays are here!

All the Gang hope you have a great holiday. Thanks for your letters.

● We all loved Faye Elliot-Saunders' drawing of the Simpsons - DOH!

● Hello to all the Asquith family - and hello to your Dad on HMS Chatham.

● If he's been to Italy we expect he'll be having lots of pasta, wonder if he could teach Gianni the Chef how to cook it!!

● Thanks for your jokes Nicola Nottidge, glad you liked your mouse mat.

● Shaun Hearn wrote to say he's enjoying his new Lexmark printer he won from Captain Plank.

● Hope you enjoyed your May Fair, Nicola Jones.

● Thank you for your lovely letter Ryan Eves, it made all the Gang smile!



Colour-Me-In

And you could win a Family Ticket to Marwell Zoological Park near Winchester Hampshire

Name: Membership No:

Send your completed entry to: 'The GangPlank Club', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

CLOSING DATE FOR ENTRIES - 28TH JULY 2000

The Judges decision is final. Employees and relatives of Navy News are ineligible.



Gibraltar run for lucky six

SIX Cadets from the Exeter area joined HMS Exeter for the final leg of her long journey home from the Gulf.

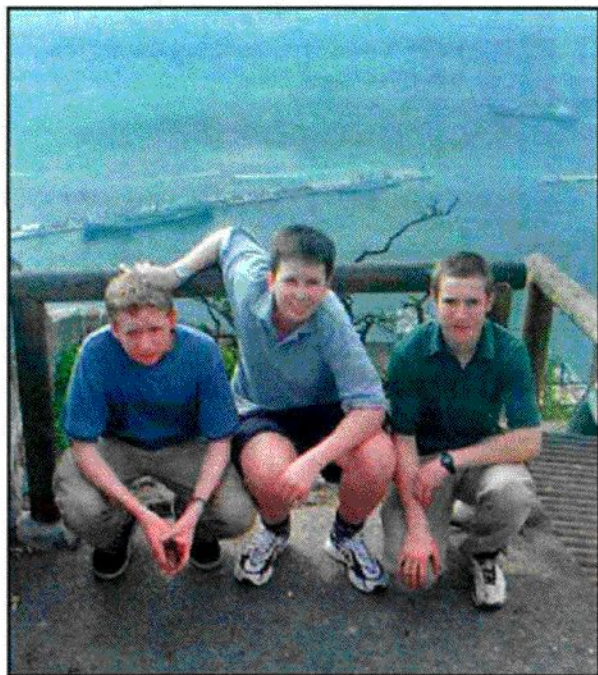
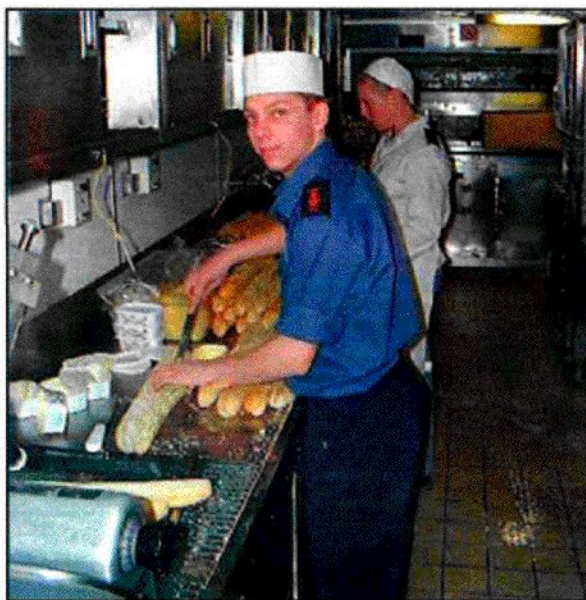
The cadets from TS Exeter met up with the Type 42 destroyer in Gibraltar and were able to explore St Michael's Caves at the top of the Rock before the ship sailed.

They spent four days on board as she headed for her home base at Portsmouth, working in each department. They had the opportunity to steer the ship from the bridge, cook in the galley, man radars in the busy operations room and help run the ship's engines.

The visit had been arranged several months earlier by S/Lt Tim Griffiths, the ship's youth liaison officer. "During the 18 months since leaving refit we have built up strong relationships with our affiliated youth organisations," he told *Navy News*.

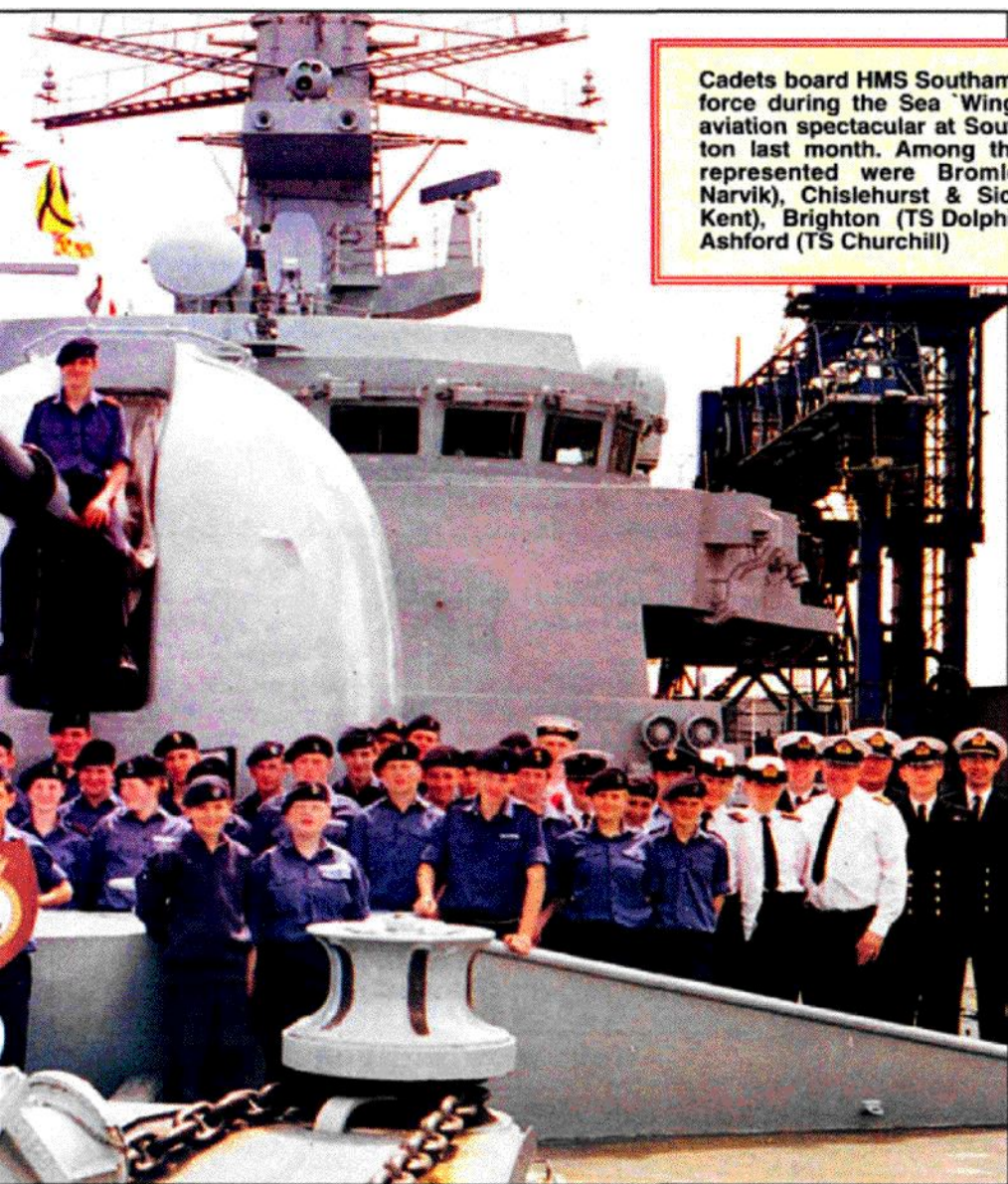
"This is a great opportunity for the young lads, who enjoy learning about the sea, to experience a first hand a little of what life is like in a warship."

A similar visit is planned for September, when HMS Exeter will spend a day at sea with visitors from all her affiliated groups, ranging from Sea Cadets to City and business associations to national charities.



Edmonton are still ruling the airwaves





Cadets board HMS Southampton in force during the Sea Wings 2000 aviation spectacular at Southampton last month. Among the units represented were Bromley (TS Narvik), Chislehurst & Sicup (TS Kent), Brighton (TS Dolphin) and Ashford (TS Churchill)

GETTING THEIR SEA WINGS

Tiring times in the Earl!

TWELVE cadets from the Liverpool District have spent a week at sea on board the Marine Society Ship Earl of Romney.

Formerly HMS Echo, the Earl of Romney works out of Chatham, where the cadets were put up on arrival by the local Marine Cadet unit.

Before joining ship, they were given a safety talk on the rules of wearing a life jacket on board. Then the next six days were spent travelling up and down the Thames, with an overnight stop at Ramsgate.

The cadets worked with the crew to bring the ship alongside and were shown how to plot their course while others helped out in the engine room or worked cleaning the deck, storing the ship's lines and lending a hand in the galley.

They also had to stand watches through the night.

Lt(SCC) D. L. Thomas drove them back to Liverpool. "They had a great week," he told *Navy News*. "I could tell from the snoring in the back of the minibus!"

● **Below:** Tired but happy – the Liverpool crew of the Earl of Romney.



Barrow party board nuclear sub

NUCLEAR submarine HMS Sovereign was visited at Faslane Naval Base by their affiliated unit from Barrow-in-Furness, TS Sovereign.

This followed a successful visit to the unit by the boat's commanding officer, Cdr Jake Moores.

Barrow have been linked with HMS Sovereign, second of the Royal Navy's Swiftsure-class submarines, since she was commissioned there in 1974.

During the weekend the cadets were treated to a full programme of activities, including a tour of "their" submarine and a look around the Trident submarine HMS Victorious and the mine-hunter HMS Penzance.

The Sportsdrome offered rock climbing opportunities while the Saturday evening saw a trip to Clydebank for ten pin bowling.

In the morning the party attended a church service in the Naval Base followed by another visit to HMS Sovereign before lunch and the return home to Barrow.

□ Barrow Sea Cadets are actively seeking adult females to become members of staff. Anyone interested should contact the unit on 01229 821945 on Tuesdays or Fridays after 7p.m.

TS PLYMOUTH (Edmonton Unit) made it four in a row this year when they hosted – and won – Exercise Strikdown 2000, the London Area Communications Competition.

An annual event since 1996, Strikdown tests the knowledge of cadets in Administration Voice Procedures. Each of the five London Districts can enter up to two teams.

First they get the chance to show off their grasp of some of the most complicated procedures on an off-air closed circuit. After that, they demonstrate their live communications skills on a UHF or VHF net.

Sadly, the weather interfered this year. Heavy rain in the days leading up to the event left the ground unusable for erecting a VHF field station, one of the most popular parts of the contest.

But that did nothing to dampen the Cadets' enthusiasm and once again a very close contest was fought.

Edmonton (North East District) carried the trophy away with 824 points, followed by Chelmsford (Essex District) with 781 and Newham (Cornwall VC) with 778.

Strikdown Cadet of the Year was O/C Kevin Osborne of Chelmsford Unit.

● **Below, left:** A/Cs Josh Clarke (Edmonton) and Stuart Barnard (Chelmsford) prove you don't have to be mad to be a Communicator, but it helps! **Right:** The top three teams (L-R) A/Cs Heather Lock and Josh Clarke (Edmonton); A/C Stuart Barnard and O/C Kevin Osborne (Chelmsford); and O/C Michael Tighe and A/C Michael Avar (Newham).



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Wicked Wimbledon facts



□ Men's Singles Champion receives a whopping £477,500 in prize money and the Ladies Champion will receive £430,000

Jack says: "That's enough to buy quite a few rackets!"

□ Around 31,200 tennis balls are used during the Championships

Jack says: "Wow! Poor ball boys and girls, they have to pick them all up!"

□ The very first tennis championships were way back in 1877!

□ The youngest ever champion of Wimbledon was Martina Hingis in 1996 - she was just 15 years and 282 days old!

□ Another Martina, Martina Navratilova, holds the record for winning the Singles Championship six times in a row!

Jack says: "That means one cup each year for six years, not six matches one after another - she would have been a bit tired!"

□ The Queen has visited Wimbledon only three times, in 1957, 1962 and 1977.

□ Most tickets are sold out ages before Wimbledon begins but there are a few for sale each day. Some people queue on the pavement overnight, just to make sure they get in!

□ It costs £67 for a ticket to the best court, the Centre Court, on the final Sunday.

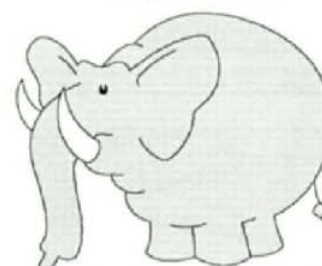
□ There's a Kids Zone at Wimbledon. Close to Court 13 there is a special interactive area where kids can learn more about the great game of Tennis.

PS - Technocat told Jack about a great web site for Tennis - the address is www.LTA.org.uk/playtennis

DON'T FORGET

Gang Plank Members - don't forget to tell Captain Plank your new address if you move house.

If you don't you might miss out on all the goodies that the Gang Plank Club sends out during the year!



Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £4.25

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Address

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Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any: Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

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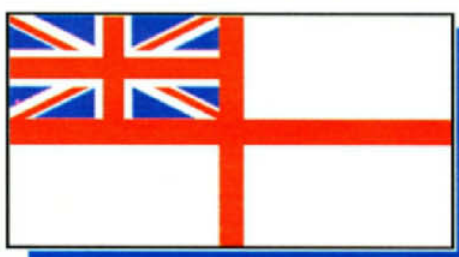
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After flying into a terrific barrage of anti-aircraft fire, the first Swordfish from HMS Illustrious to attack the Italian Fleet at Taranto is shot down into the harbour...

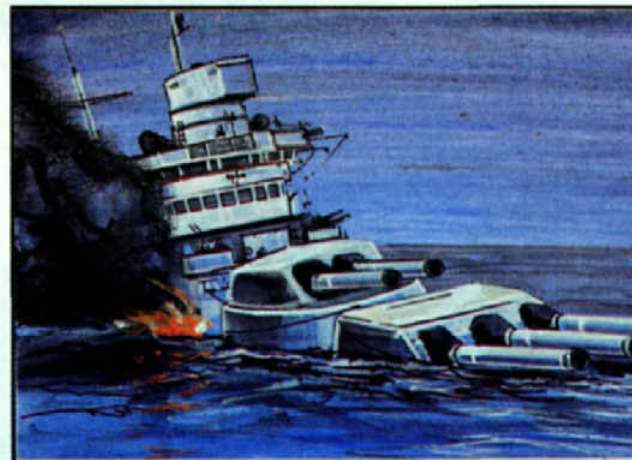
THE BATTLE OF TARANTO



Freeing himself from his harness, Williamson struggles to the surface to find his observer hanging on to the sinking aircraft.



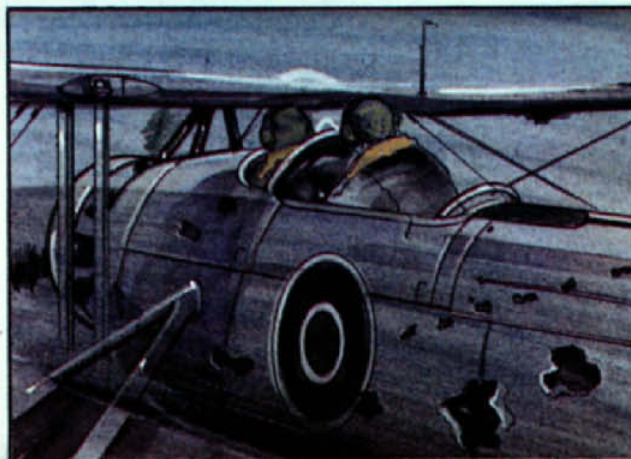
After swimming ashore, the pair are arrested - but they are well treated until the Italian capitulation.



The battleship Conte di Cavour has been mortally wounded - she will take no further part in the war.



Meanwhile, Kemp in L4K, is closing on the battleship Duilio. Flying just above the water, almost blinded by the flashing guns, he drops a torpedo less than 1,000m from his target.



Turning back to HMS Illustrious, he cannot believe he has survived the inferno. Although the aircraft is riddled with bullets and shrapnel, he and his observer are unhurt.



Yet his torpedo has torn a huge hole in the Duilio. She will be out of action for six months.

To be continued...